

## ENVIRONMENTAL REVIEW COMMITTEE REPORT

<b>ERC MEETING DATE:</b>	August 2, 2010		
<b>Project Name:</b>	Triton Towers Expansion		
<b>Owner:</b>	Renton Properties, LLC, 2025 First Avenue, Suite 700, Seattle, WA 98121		
<b>Applicant:</b>	Mark Ludtka, Callison, 1420 Fifth Avenue #2400, Seattle, WA 98101		
<b>Contact:</b>	Keith Maehlum, Renton Properties, LLC, 2025 First Avenue, Suite 700, Seattle, WA 98121		
<b>File Number:</b>	LUA08-117, ECF, SA-M, CU-H		
<b>Project Manager:</b>	Vanessa Dolbee, (Acting) Senior Planner		
<b>Project Summary:</b>	<p>The applicant is requesting Master Site Plan approval Hearing Examiner Conditional Use and Environmental Review for the addition of four office buildings (TT-4 – TT-7) and one roof top Helicopter Pad to the Triton Tower office complex. The proposed development is located at 555 South Renton Village Place and would be developed on 3 parcels; #1923059023, #1923059001, and #7231600542. The subject site is 923,576 square feet or 21.085 acres and is zoned Commercial Office (CO). There are three existing office buildings on site, which are to remain. The proposed four new office buildings would be 11 stories in height and would not extend into the FAR PART 77 Air Space for Renton Municipal Airport. The proposal includes four new parking garages and new surface parking lots in addition to retaining some existing surface parking resulting in 3,212 parking spaces for the site. The gross area for the four new office buildings and four new parking garages would be 1,137,129 square feet and 659,389 square feet respectively. There would be two access points to TT-7 from South Renton Village Place and five access points to the remaining Triton Towers office buildings (proposed and existing) from South Renton Village Place, Talbot Road S and SW Grady Way. There are two additional access points to adjoining properties to the West and South. A tributary to Rolling Hills Creek runs along the southern property boundary. As such, a stream evaluation was provided with the application. In addition, to the stream evaluation a geotechnical report and traffic study were provided. The applicants have indicated that the proposal would result in a net gain of 29 trees on site and new fire lines, storm and sanitary infrastructure would be provided across the site.</p>		
<b>Project Location:</b>	555 South Renton Village Place		
<b>Exist. Bldg. Area SF:</b>	433,419 SF	<b>Proposed New Bldg. Area (footprint):</b>	219,654 SF
		<b>Proposed New Bldg. Area</b>	1,137,129 Office

		(gross):	Buildings 658,389 SF Parking Garages
Site Area:	918,471 SF	Total Building Area GSF:	1,570,548 SF Office Buildings 658,389 Sf Parking Garages
<b>STAFF</b>		Staff Recommends that the Environmental Review Committee issue a	
<b>RECOMMENDATION:</b>		Determination of Non-Significance - Mitigated (DNS-M).	



## **PART ONE: PROJECT DESCRIPTION / BACKGROUND**

The applicant, Mark Ludtka of Callison is requesting Environmental (SEPA) Review for the future construction of four 11-story office towers (TT-4 – TT-7) and four parking garages as infill development to the Triton Towers Office Complex. In addition to the Environmental Review, a Hearing Examiner Conditional Use Permit for a heliport on TT-5 and Master Site Plan Review have also been requested. The subject property is located on 3 separate parcels, #1923059023, #1923059001, and #7231600542. The project site is bounded by I-405 on the south, Talbot Road S. on the east, South Grady Way on the north, and Renton Village to the west, in addition, South Renton Village Place runs through the site. The subject site for the new office buildings is 923,576 square feet in area.

The property currently contains one existing Triton Tower Office Building (TT-1 – TT-3) per parcel; their existing addresses are 555 South Renton Village Place, 700 South Renton Village Place, and 707 South Grady Way. Each existing building is supported by surface parking and established landscaping. The subject proposal intends to retain all existing office buildings and construct the four new office buildings within the existing surface parking lots utilized by the existing office complex. In addition, the new development would provide a parking garage to mitigate for the loss of existing surface parking and provide the additional parking required by the new development. Four new parking garages (Garage A-D) are proposed for the site providing 2,145 new parking stalls (661 existing surface parking stalls are to remain).

The subject site is located within the Commercial Office (CO) zoning designation and is within the Commercial Corridor Comprehensive Plan Land Use designation. The subject site is surrounded by commercial uses; to the east is Sam's Club, to the west is Renton Village Shopping Center and across South Grady Way are auto-related uses.

The completed project would be developed in 5 phases, once complete the development would provide 1,137,129 gross square feet (892,021 net square feet) of new office space in addition to the existing 433,419 gross square feet (351,500 net square feet) of office space. The proposed project would result in 3,212 total parking stalls of which 2,145 would be within the proposed parking garages and 1,067 would be surface parking stalls. Furthermore, the applicant is proposing to retain 111,413 square feet of existing landscaping and proposed an addition of 39,900 square feet of landscaped area, resulting in 151,313 square feet of landscaping for the completed project.

Access to the site would be provided off of South Grady Way, Talbot Road South and South Renton Village Place. This project is not proposing any new access points to the site. Access exists at two locations along South Grady Way, two locations along Talbot Road South, and three access points off of South Renton Village Place, in addition, access can be gained to the site via Renton Village Shopping Center at two locations. All proposed parking garages are to be accessed via the internal portion of the site. All internal drive aisles are proposed to be two way throughout the site. With the addition of four new office buildings to the subject site, the total building coverage (proposed and existing) would be 30.8 percent. The tallest point of the proposed office buildings would be the top of the proposed screening detail, which is 150 feet above grade. All buildings would be no taller than 182 feet mean sea level (MSL) therefore, all new building would be below the FAR PART 77 air space for the Renton Municipal Airport.

The subject site contains areas of potential flooding as indicated on the Flood Insurance Rate Maps (FIRMs) published by the Federal Emergency Management Agency (FEMA). The FIRMs have identified two flood hazard areas "A" and "AH" located in the western most portion of the existing parking lot for TT-1. All proposed finished floor elevation would be elevated above the base flood elevation identified by the FIRMs. In addition to flood hazards, a tributary to Rolling Hills Creek and a portion of

the main stem of Rolling Hills Creek are located along the southern boundary between the existing TT-1 and the proposed TT-7 and I-405. A portion of the creek has been placed in a culvert along South Renton Village Place. Pursuant to City of Renton Critical Areas Maps Rolling Hills Creek is a Class III stream, which would have a buffer of 75 feet. Furthermore, the subject site is located within a City of Renton identified seismic hazard area.

The subject site contains 326 primarily deciduous trees with a minimum 6-inch diameter. The subject proposal would eliminate 104 of the existing trees in areas where the proposed buildings and parking garages would be located. The applicant has indicated that the 104 trees to be removed would be replaced with 125 new trees, resulting in a net gain of 21 trees on site.

## **PART TWO: ENVIRONMENTAL REVIEW**

In compliance with RCW 43.21C.240, the following environmental (SEPA) review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

### **A. Environmental Threshold Recommendation**

Based on analysis of probable impacts from the proposal, staff recommends that the Responsible Officials:

**Issue a DNS-M with a 14-day Appeal Period.**

### **B. Mitigation Measures**

1. The applicant shall be required to provide new site-specific geotechnical analysis and recommendations for each proposed building, prepared by a certified professional, meeting the requirements of RMC 4-8-120D at the time of site plan application.
2. The applicant shall provide a new Site Plan at Site Plan Review stage, for each phase of the project, that includes the Ordinary High Water Mark (OHWM) of Rolling Hills Creek and the creeks associated 75-foot buffer line, in addition to the location of the stream culvert, to ensure there are no impacts to the stream. If impacts are identified during Site Plan Review, the applicant shall provide a stream mitigation plan that is subject to the approval of the City's Current Planning Project Manager.
3. The project shall be designed to be in compliance with the City of Renton Amendments to the 2009 King County Surface Water Design Manual.
4. One hundred four (104) of the one hundred twenty five (125) proposed trees shall be a minimum of two caliper inches for deciduous trees and 8 – 10 feet tall for conifers, when planted.
5. The applicant shall coordinate with WSDOT to ensure the design of their project complies with the plans for the I-405/I-5 to SR 169 Stage 2 - Widening and SR 515 Interchange Project and WSDOT's limited access limits, prior to Site Plan Review approval.
6. The applicant shall pay a Traffic Mitigation Fee based on a rate of \$75.00 per new trip attributed to the subject project. This fee shall be based on actual square footage calculations from the building permit and shall be paid prior to building permit issuance.
7. The applicant shall provide a Transportation Demand Management (TDM) program which includes, but not limited to, the following measures: provide sheltered bike racks, create a transportation coordinator position for employees, implement an employee van-pool program, promote flexible scheduling and work hours, provide on-site showers and

changing facilities, provide discounted transit passes for employees, limit the amount of free parking for each tenant, and charge a parking fee for non-rideshare vehicles. The applicant shall create the TDM plan for each phase of the project, to be reviewed and approved by the City's Development Services Division, prior to building permit issuance. The approved TDM program shall be recorded on the property title prior to building permit issuance. The TDM program shall be implemented and monitoring shall begin at the time of Building Final Occupancy for each phase of the project.

8. The applicant shall provide a pedestrian circulation plan at Site Plan Review for review and approval by the Current Planning Project Manager.
9. The applicant shall pay a Fire Mitigation Fee based on \$0.52 per new square footage prior to building permit issuance.

### C. Exhibits

- |            |   |
|------------|---|
| Exhibit 1  | Project file ("yellow file") containing the application, reports, staff comments, and other material pertinent to the review of the project |
| Exhibit 2  | Neighborhood Detail Map, Sheet A-002  |
| Exhibit 3  | Overall Site Plan, Sheet A-100  |
| Exhibit 4  | General Information, A-001  |
| Exhibit 5  | Fire Protection Coverage Diagram, Sheet A-002a  |
| Exhibit 6  | Overall Phasing Site Plan, Sheet A-003  |
| Exhibit 7  | TT-4 Ground Floor Plan, Sheet A-111   |
| Exhibit 8  | TT-4 Office Floor Plan (Typical), Sheet A-112   |
| Exhibit 9  | TT-5 Ground Floor Plan, Sheet A-121   |
| Exhibit 10 | TT-5 Typical Office Floor Plan, Sheet A-122   |
| Exhibit 11 | TT-7/Garage D Ground Floor Plan, Sheet A-131  |
| Exhibit 12 | TT-7/Garage D Floors 2-4 Typical, A-132   |
| Exhibit 13 | TT-7 Level 5 Floor Plan, Sheet A-133  |
| Exhibit 14 | TT-7 Levels 6-11 Floor Plan, Sheet A-135  |
| Exhibit 15 | Garage A/B/C Ground Floor Plan, Sheet A-141   |
| Exhibit 16 | Garage A/B/C Typical Floor Plan (Levels 2-5), Sheet A-142   |
| Exhibit 17 | TT-6 Ground Floor Plan, Sheet A-151   |
| Exhibit 18 | TT-4/TT-6 Elevations, Sheet A-211   |
| Exhibit 19 | TT-4/TT-6 Elevations, Sheet A-212   |
| Exhibit 20 | TT-4/TT-6 Elevations, Sheet A-213   |
| Exhibit 21 | TT-5 Elevations, Sheet A-221  |
| Exhibit 22 | TT-5 East Elevation, Sheet A-222  |
| Exhibit 23 | TT-5 West Elevation, Sheet A-223  |
| Exhibit 24 | TT-7 Elevations, Sheet A-231  |
| Exhibit 25 | TT-7 Elevations, Sheet A-232  |
| Exhibit 26 | TT-7 Elevations, Sheet A-233  |
| Exhibit 27 | Garage A,B,C, Elevations, Sheet A-241   |
| Exhibit 28 | Overall Landscape Plan, Sheet L-100   |
| Exhibit 29 | Overall Composite Civil Plan, Sheet C1.0  |

Exhibit 30	Composite Civil Plan, Sheet C1.1
Exhibit 31	Composite Civil Plan, Sheet C1.2
Exhibit 32	Composite Civil Plan, Sheet C1.3
Exhibit 33	Composite Civil Plan, Sheet C1.4
Exhibit 34	Partial Site Plan Information, Sheet A-100
Exhibit 35	Overall Site Plan (Partial), Sheet A-100a
Exhibit 36	Overall Site Plan (Partial), Sheet A-100b
Exhibit 37	Overall Site Plan (Partial), Sheet A-100c
Exhibit 38	Overall Site Plan (Partial), Sheet A-100d
Exhibit 39	Rolling Hills Creek Site Map
Exhibit 40	Pervious Area, Figure 4
Exhibit 41	Flood Hazard Map, Figure 5

#### **D. Environmental Impacts**

*The Proposal was circulated and reviewed by various City Departments and Divisions to determine whether the applicant has adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development. Staff reviewers have identified that the proposal is likely to have the following probable impacts:*

##### **1. Earth**

**Impacts:** A geotechnical report was prepared by GeoEngineers Incorporated, dated May 9, 1985 for the construction of Two Renton Place, now known as Triton Towers 2 (TT-2). The applicant has submitted this geotechnical report in addition to a supplemental letter from GeoEngineers addressing the validity of the 1985 report in association to the subject project.

The 1985 report excavated 15 test pits and drilled three borings in the area of the building footprint for TT-2. The borings encountered highly variable subsurface conditions. Boring 1 encountered soft or loose silt peat and silty fine sand overlying medium dense silty sand at 38 feet and reasonably sound sandstone bedrock at 41 feet and boring 2 encountered 17 feet of medium dense sandy silt and silty sand overlying weathered sandstone from 17 to 22 feet and reasonably sound sandstone bedrock at 22 feet. The test pits encountered varying thicknesses of soft and loose silt and peat, silty sand fill, stiff fine sandy silt underlain by dense fine sand, and very stiff fine sandy silt underlain by dense fine sand.

The letter dated October 6, 2008 addressing the 1985 geotechnical report indicated the sites soil conditions consist of gravel fill over native soils. The fill is underlain by a complex sequence of interbedded peat, organic silt, silt, sand and gravel overlying bedrock. The letter reinforced the original report by indicating that the bedrock depths vary throughout the site.

The 1985 report provided recommendations for development of the site and foundation support of the proposed structures (TT-2). Some of these recommendations may be appropriate for the new proposed buildings (TT-4 – TT-7), such as supports shall be on pilings extended in to the bedrock and loads from future structures shall be carried down to or within the bedrock. The updated letter indicated that this report is suitable for preliminary design of the buildings; although, additional site-specific exploration at each of the building sites may be necessary to develop final foundation designs due to changes in the building code.

Although the report may be suitable for preliminary design, staff recommends a mitigation measure required site-specific geotechnical analysis and recommendations that shall be completed for each project during site plan review. This would ensure that each structure is built to specifications' required by current building code. In addition, the subject site is located within a seismic hazard area, as such, the updated geotechnical analysis shall assess soil conditions and detail construction measures to assure building stability.

Grading is proposed for excavation of the partial basement level of proposed parking garage D. The applicant has indicated that no fill is planned to be imported to the site. Furthermore, the applicant has indicated that minor erosion could occur during clearing and grading activities and therefore they have proposed to use Temporary Erosion Control and Sedimentation (TESC) to mitigate for this potential impact.

**Mitigation Measures:** The applicant shall be required to provide new site-specific geotechnical analysis and recommendations for each proposed building, prepared by a certified professional, meeting the requirements of RMC 4-8-120D at the time of site plan application.

**Nexus:** SEPA, RMC 4-4-060 Grading, Excavation and Mining Regulations

## 2. Water

### a. Wetland, Streams, Lakes

**Impacts:** The subject site contains a tributary of Rolling Hills Creek and a portion of the main stem of Rolling Hills Creek. Rolling Hills Creek and its upper tributary are currently mapped as a Class 3, non-salmonid-bearing perennial water on the City of Renton Streams and Lakes map. A Class 3 stream requires a 75-foot buffer width. The applicant has indicated that no work will be done within 200 feet of Rolling Hills Creek and/or its tributary.

The applicant submitted a Stream Evaluation for the subject project prepared by The Watershed Company, dated August 18, 2008. This report indicates that Rolling Hills Creek drains to Springbrook Creek, a tributary of the Black River, which is a sub-basin of the King county WRIA-9 Duwamish-Green drainage basin. The on-site stream tributary enters the site from a buried culvert passing under I-405. The upper tributary stream passes through two separate culverts as it flows west along the property and is joined by the main portion of Rolling Hills Creek when it enters the stream channel from the north out of a box culvert located approximately 125 feet from the western terminus of the property. The main stem of Rolling Hills Creek flows under the parking lot north of South Renton Village Place and daylight at the box culvert, which is approximately 250 feet east of the northwest property corner.

The provided Stream Evaluation indicated the presence of small cyprinid fish, crayfish, and a black-cap chick-a-dee downstream of the box culvert, but no presence of salmonid use. The Watershed Company indicated that both the tributary and main stem portions of the stream generally meet The State's minimum requirements for the presumption of salmonid fish use based on physical characteristics. However, Rolling Hills Creek has been mapped by the City of Renton and Washington Department of Fish and Wildlife (WDFW) in Salmonscape as a non-salmonid bearing stream, presumably due to the existence of a fish passage barrier downstream of the subject site. Rolling Hills Creek is piped underground from the east side of the Valley Freeway, west along SW 19<sup>th</sup> Street, and exiting the pipe presumably into Springbrook Creek upstream of the Boeing Longacres Industrial Park.

WDFW's Salmonscape map also identifies potential fish passage barriers associated with the lower piped portion of Rolling Hills Creek. Similarly, the Department of Natural Resources (DNR) indicates Rolling Hills Creek as a type "N" non-fish-bearing stream on their Water Typing Map. Based on the above evaluation The Watershed Company concurs with the City of Renton's Classification of these streams as Class 3 non-salmonid-bearing perennial streams.

The City received comments from the Muckleshoot Indian Tribe Fisheries Division, expressing many concerns in regards to the stream classification. The Muckleshoot's have indicated that Rolling Hills Creek is fish bearing within the project area based on observed resident fish by the Washington State Department of Transportation in December of 2004 and January of 2005, in association to their fieldwork conducted as a part of the I-405 Renton Nickel project NEPA and permit process. In addition, the Muckleshoot's have indicated that Larry Fisher, from WDFW has made comments in regards to observations of fish in Rolling Hills Creek in the open channel on the subject site in the past. The Muckleshoot Tribe believes based on this information that the subject stream and its tributary should be reclassified as a Class 2 stream.

In response to the Muckleshoot Tribe's concerns, The Watershed Company drafted a response letter dated November 18, 2008. This letter indicates that the City of Renton's Class 3 stream is "*...water are non-salmonid-bearing perennial waters during a year of normal rainfall...*". The Watershed Company did indicate the presence of small cyprinid fish within the main stem, however no salmonids were present. In addition, the Watershed Company indicated that conditions in the open portions of the tributary were not suitable for salmonids and the connection between the tributary and mainstream was via subsurface flow and was likely a barrier to fish passage.

The Muckleshoot Tribe's comments further indicated that WSDOT intends to widen I-405 and SR 167 downstream and adjacent to this project site and will likely affect the culverts in the area as a result. These road projects present an opportunity for some; in not all of the downstream blocking culverts in the highway expansion area to become fish passable as a result. In addition, the Muckleshoot Tribe is expecting fish passable culverts as a part of the road widening projects. These changes could result in elevating the fish passage barriers downstream of the subject project.

The response letter drafted by The Watershed Company addresses the intentions of WSDOT's widening project for I-405 and SR 167 and the anticipation of the removal of fish barriers downstream of the subject site. However, based on current conditions the Watershed Company still classifies the on-site stream segment as a Class 3 stream.

Pursuant to RMC 4-3-050L.1.c.ii *Reclassification*, a stream reclassification requires a legislative amendment to the adopted Stream Classification map and a supplemental stream study. Because the existing City of Renton Stream Classification map indicates that Rolling Hills Creek is a Class 3 stream, the City recognizes such stream to have a 75-foot buffer. The provided master site plan did not identify the Ordinary High Water Mark (OHWM) of Rolling Hills Creek nor the area where the stream is in a culvert. However, the Master Site Plan did identify the location of the Creek and the new proposed TT- 7 would be further from the open channel of the Creek than the existing TT-1. Therefore, staff does not anticipate impacts to Rolling Hills Creek; however the potential for impacts still exist if development occurs within the buffer area. To ensure no development occurs within the



required 75-foot buffer and no buildings are built over the stream culvert, staff recommends a mitigation measure that the applicant include the OHWM and the associated 75-foot buffer line, in addition to the location of the stream culvert on the Site Plan Map, submitted at Site Plan Review, to ensure there are no impacts to the stream. If at Site Plan Review stage impacts are identified the applicant shall provide a stream mitigation plan that shall be approved by the City.

**Mitigation Measures:** The applicant shall provide a new Site Plan at Site Plan Review stage, for each phase of the project, that includes the Ordinary High Water Mark (OHWM) of Rolling Hills Creek and the creeks associated 75-foot buffer line, in addition to the location of the stream culvert, to ensure there are no impacts to the stream. If impacts are identified during Site Plan Review, the applicant shall provide a stream mitigation plan that is subject to the approval of the City's Current Planning Project Manager.

**Nexus:** SEPA, Critical Areas Regulations RMC 4-3-050.

#### **b. Storm Water**

**Impacts:** With the project application, the applicant submitted a Drainage Report prepared by Site Development Associates, LLC, dated October 6, 2008. The existing site consists of almost entirely impervious surface parking lots and buildings. Based on Figure 4, in the provided Drainage Report, the site's pervious surfaces are made up of landscaped areas throughout the development equaling approximately 156,000 square feet of pervious surface. After the proposed development is complete the pervious area would increase by approximately 100 square feet.

The provided Drainage Report indicates that the existing drainage conditions on the subject site consist of sheet flow or flow along curbing to catch basins throughout the site. The overall site is divided into two drainage sub-areas. The first area is located north of South Renton Village Place and includes the eastern most parking area of TT-1. This area drains through catch basin and pipe networks and ultimately combines at a single discharge point west of TT-2. The second area includes TT-1 and the majority of the surrounding parking areas, which discharges through catch basin and pipe networks to a tributary of Rolling Hills Creek, which runs along the southern property line of the site. The subject site is located in the Rolling Hills Basin, and the majority of the site's discharge drains to the main stem of the Rolling Hills Creek. The provided report indicates that Rolling Hills Creek and the upstream tributary appear to function well under the developed conditions. However, the *Renton Village Hydrologic/Hydraulic Analysis* conducted in 2007, by Gray and Osborne, indicated that the stream experiences flooding from backwater effects of the downstream system rather than the stream capacity. Site Development Group concludes that the proposed project would reduce flow rates because of the increase in pervious area. However, the City's Plan Review staff has reviewed the provided study and has identified the potential for downstream impacts from the proposed project; as such, staff recommends a mitigation measure that the project be designed in compliance with the City of Renton Amendments to the 2009 King County Surface Water Design Manual.

The subject site contains areas of potential flooding as indicated on the Flood Insurance Rate Maps (FIRMs) published by the Federal Emergency Management Agency (FEMA). The FIRMs have identified two flood hazard areas "A" and "AH" located in the western most portion of the existing parking lot for TT-1 and the parcel west of TT-2 and TT-3 the Renton

Village retail complex. The provided Drainage Report indicates that TT-2 and TT-3 are elevated and separated from the flood zone located in the retail center by a sloped landscape berm, as such the proposed new office towers would not be impacted by this flood zone. The flood area identified near TT-1 is outside of the proposed development area for proposed TT-7. In addition the FIRMs indicate that the base flood elevation for the "AH" hazard area is 24 feet M.S.L. and the base elevation of TT-7 would be at approximately 30.4 feet M.S.L. and TT-4 through TT-6 would be at approximately 29.4 feet M.S.L. As such, impacts from flooding are not anticipated as a part of the proposed development.

**Mitigation Measures:** The project shall be designed to be in compliance with the City of Renton Amendments to the 2009 King County Surface Water Design Manual.

**Nexus:** SEPA, Environmental Regulations

### 3. Vegetation

**Impacts:** The subject site currently contains 326 trees with a diameter over 6-inch's, of the 326 trees on the subject site, 222 would be retained. The applicant is proposing to provide 125 new trees as a part of the development to replace the 104 removed trees. The subject site is fully developed with three existing office buildings and their associated surface parking lots; as such the majority of the existing vegetation on the subject site was planted with the original development. The larger trees provide shade, air quality and aesthetic value to the existing development, in order to maintain the existing quality provided by the removed trees, staff recommends a mitigation measure that 104 of the 125 proposed trees shall be two caliper inches for deciduous trees and 8 – 10 feet tall for conifers, when planted.

**Mitigation Measures:** One hundred four (104) of the one hundred twenty five (125) proposed trees shall be a minimum of two caliper inches for deciduous trees and 8 – 10 feet tall for conifers, when planted.

**Nexus:** SEPA, RMC 4-4-130 Tree Cutting and Land Clearing Regulations.

### 4. Environmental Health

#### a. Noise/Vibration

**Impacts:** A heliport is proposed on the roof of TT-5. The purpose of the heliport is to carry employees and customers to the businesses associated with the project. An increase in noise and vibration related to the takeoff and landing of helicopters is anticipated as a part of the subject proposal. There is a residential neighborhood located on Talbot Hill south of the subject site, across I-405. The helicopter noise would be heard in these adjacent neighborhoods; however the applicant contends that the noise should not be more objectionable than helicopter, jet, and plane noises related with the current use of the Renton Municipal Airport. In addition, to the existing aviation noise in the project's vicinity, ambient background noise of I-405 would likely mask the additional noise generated by this use. The applicant has indicated that the heliport is not intended to be a commercial heliport company but rather an accessory use to an office tenant. The use of the heli-pad is anticipated to be intermittent and would be no more than a few times a day during normal office hours. The applicant has indicated that weekend and night landings would be infrequent rare occurrences.

**Mitigation Measures:** No further mitigation required.

**Nexus: N/A**

## 5. Aesthetics

**Impacts:** The subject site is located at the base of Talbot Hill, a residential area primarily zoned Residential 8 (R-8) dwelling units per net acre. Talbot Hill is currently developed as a single-family residential neighborhood. Views from Talbot Hill are of Downtown Renton, I-405, and at some locations Lake Washington. Staff conducted a site visit to evaluate the potential for view impacts to the Talbot Hill neighborhood. The tallest point of the proposed office buildings would be the top of the proposed roof mounted equipment screening, which is 150 feet above grade. All four proposed building are sited to be one in front of the other in a north south direction, resulting in the new towers impacting one line of sight from Talbot Hill, see Overall Site Plan (Exhibit 3). However, the majority of the established single-family homes located in the Talbot Hill area are located above the top of the proposed buildings; therefore, not impacting their view of downtown Renton. In addition, there is an existing PSE power line corridor that crosses the lower section of Talbot Hill, where views may have been impacted if residential development has occurred in this area. Because of the existing PSE utility corridor, homes are located higher on the hill, which allows their views to be maintained. The PSE corridor also crosses much of the development site; this corridor would remain, allowing for the existing views to be maintained.

The proposed parking garage buildings (A – C) are located between the existing TT-3 and TT-2, resulting in no net change in views for the residence of Talbot Hill. Garage D, located on the southern parcel, is sited in line with both TT-2 and proposed TT-4 resulting in no further view impact. Lastly, between the subject site and the Talbot Hill neighborhood, is I-405, which adds approximately 200 feet of right-of-way between the development and the Talbot Hill neighborhood. The combination of I-405, PSE utility corridors, and the site design, view impacts are not anticipated as a part of the proposed development.

**Mitigation Measures:** No further mitigation required.

**Nexus: N/A**

## 6. Transportation

**Impacts:** The subject site is bordered on the north by South Grady Way, on the east by Talbot Road South, on the South by I-405, on the west is Renton Village Shopping Center, and South Renton Village Place bisects the larger development site. Access to the site would be provided off of South Grady Way, Talbot Road South and South Renton Village Place. Access exists at two location along South Grady Way, two location along Talbot Road South, and three access points off of South Renton Village Place, in addition access can be gained to the site via Renton Village Shopping Center at two locations and additional internal connections resulting in 14 existing driveway locations. This project does not propose any new access points to the site; however three existing driveways are proposed to be removed.

The City received comments from WSDOT Urban Corridors I-405 Project on November 12, 2008 and from WSDOT Northwest Region on November 18, 2008, in addition to comments from the City's Transportation Division. The majority of the comments were addressed in two memos received from the applicant, dated January 27, 2009 and December 8, 2009. Please see the project file for all comments related to transportation. WSDOT's I-405 team provided comments indentifying the planned relocated entrance along the north side of Renton Village Place between

buildings TT-2 and TT-4. The planned entrance would need to be adjusted outside of the WSDOT limited access limits. These comments further identified the need to comply with the design of the I-405/I-5 to SR 169 Stage 2 - Widening and SR 515 Interchange Project. Based on the comments received from WSDOT, the I-405 widening project and the planned off ramp in the immediate vicinity of the subject project, staff recommends a mitigation measure that the applicant coordinate with WSDOT to ensure the design of their project complies with the plans for the I-405/I-5 to SR 169 Stage 2 - Widening and SR 515 Interchange Project and WSDOT's limited access limits.

The applicant provided an initial Transportation Impact Study (TIS) prepared by the Transpo Group, dated September 2008. Many technical comments and questions were received from the City's Transportation Division. As such, the applicant submitted an updated TIS in October of 2008, addressing many of the City's comments (see project file for comments). The TIS study area included five off-site signalized intersections as well as eleven stop controlled driveways. The study intersections and driveways include:

- S Grady Way/Talbot Road S
- S Renton Village Pl./ Talbot Road S
- Talbot Road S/I-405 Northbound On-Ramp
- S Grady Way/Lake Avenue S
- S Grady Way/Shattuck Avenue S
- S Grady Way/North Rite Aid Driveway
- S Grady Way/North Driveway – Tower 3
- Talbot Road S/East Driveway – Tower 3
- S Renton Village Pl./Theater Driveway
- S Renton Village Pl./West Driveway – Tower 1
- S Renton Village Pl./West Right Aid Driveway
- S Renton Village Pl./East Driveway – Tower 1
- S Renton Village Pl./SW Driveway – Tower 2
- S Renton Village Pl./South Driveway – Tower 2
- S Renton Village Pl./East Driveway – Tower 1

The TIS uses 2008 for the existing conditions and a horizon year of 2014 for the subject project. The TIS indicates that all study intersections currently operate at a LOS D or better during the AM and PM peak hours and would continue to operate at a LOS D or better under future baseline conditions, with the exception of South Grady Way/Talbot Road South, where operations are anticipated to degrade to LOS E during the weekday PM peak hour. The degraded LOS for this intersection is largely due to the fact that South Grady Way is the only principal arterial to access the site from the east.

The TIS anticipates the proposed development would generate approximately 1,071 net new trips during the weekday AM peak hour and 1,246 net new trips during the weekday PM peak hour. However comments received from the City of Renton Development Services Division Plan Reviewer estimate the increased average daily trips to be 6,858 trips. The project would result in an increase in traffic trips; therefore, staff recommends that the applicant pay a Traffic Mitigation Fee based on a rate of \$75.00 per new trip. For the proposal, the Traffic Impact Fee is estimated at \$514,350.00. When the TIS anticipated trips are added to the existing trips for TT-1, TT-2, and TT-3 the total AM peak hour trips is anticipated to be 1,677 trips and the PM peak hour trips would be 1,810 trips. Pursuant to the TIS these trips would be distributed 40 percent to the south, 20 percent to the east and 40 percent to the west. Based on the anticipated new peak hour trips the TIS anticipates that all but one intersection would operate at LOS E or better during the weekday PM peak hour. S. Renton Village Place/Talbot Road S. intersection would degrade to a LOS F as a result of traffic generated by the subject project. The TIS attributes this degradation, in

part, due to the fact that Talbot Road South is the only north-south arterial that connects the western side of the project site with roadways north and south of I-405. In addition WSDOT's Widening project will add a fourth leg at the I-405 interchange which would attract additional traffic volumes that do not currently use this intersection. In addition to the degraded operations at S. Renton Village Place/Talbot Road S., three of the site driveways are anticipated to degrade to LOS E or F. South Grady Way/North Ride Aid driveway is estimated to operate at LOS E and Talbot Road S./East Driveway – Tower 3 and Talbot Road S./East Driveway – Tower 2 are anticipated to degrade to LOS F. The TIS states that the three degraded driveways would not impact the operations of the City's street network.

The provided TIS indicates that the subject project would have impacts on the City's street network however the TIS recommends that a Transportation Demand Management (TDM) program be utilized to mitigate for the anticipated impacts to the transportation system. A TDM program can be implemented to reduce the number of vehicles to the site by using a combination of three measures: support measures, transportation services, and economic incentives. Support measures would include such things as rideshare matching, promotional activities, and flexible work hours, which would foster an environment that would be supportive of alternative modes of off-peak travel. Transportation services such as on-site showers and changing facilities, van-pool programs, and shuttle services to transit stations and economic incentives such as transit subsidies and parking fees have all shown to reduce the number of vehicles used by commuters. The TIS has indicated that the greatest reduction in commuter vehicles is achieved by a TDM program that combines economic incentives with transportation services, resulting in an average reduction of 24 percent. Calculating a 24 percent reduction of trips by the implementation of a TDM program that includes the three identified measures; the two stop controlled driveways on Talbot Road South would operate at LOS D and the intersection of South Renton Village Place/Talbot Road South would operate at LOS E during the PM Peak hour. Based on the recommendation in the TIS, staff recommends a mitigation measure that the applicant provided a TDM program which includes, but not limited to, the following measures: provide sheltered bike racks, create a transportation coordinator position for employees, implement an employee van-pool program, promote flexible scheduling and work hours, provide on-site showers and changing facilities, provide discounted transit passes for employees, limit the amount of free parking for each tenant, and charge a parking fee for non-rideshare vehicles. The applicant shall create the TDM management plan for each phase of the project, to be reviewed and approved by the City's Development Services Division, prior to building permit issuance. The approved TDM program shall be recorded on the property title prior to building permit issuance. The TDM program shall be implemented and monitoring shall begin at the time of Building Final Occupancy for each phase of the project.

Within the project vicinity there currently exists many opportunities for public transportation. The South Renton Park and Ride is located on South Grady Way, opposite the project site, between Lake Avenue South and Shattuck Avenue South. In addition the site is served by King County Metro bus services, routes 101, 140, 148, 153, 167, 169, 247, and 280. Most of these routes connect to transit centers and park and ride lots around the Seattle metropolitan area, including but not limited to Bellevue, Kirkland, and Redmond. Furthermore route 140 provides service to the Tukwila Sound Transit Sounder Commuter rail station on South 158<sup>th</sup> Street, which provides service as far south as Lakewood in Peirce County. The TDM program would be supported by the existing public transit options within the projects vicinity.

The project includes the addition of four five-level parking garages to accommodate the increase in parking demand by the proposed development. However the addition of the new towers and the parking garages are located within the existing surface parking lots for the existing Triton Towers 1- 3. As such, the proposed parking garages not only would be providing parking for the new towers but would be providing parking for the existing towers. The four parking garages would provide parking for 3,212 vehicles, which represents an increase of 1,385 parking stalls for the entire site (existing and proposed). The subject project is vested to 2008 Parking and Loading standards of Renton Municipal Code and therefore would be subject to the 2008 parking standards. Pursuant to these standards a minimum 3 parking spaces per 1,000 feet of net floor area would be required with a maximum of 4.5 spaces per 1,000 square feet of net floor area. The total net floor area for the Triton Towers Development (existing and proposed) would total 1,243,500 square feet, as such the project would be required to provide 3,731 new spaces. The applicant has proposed to provide 3,212 spaces which is less the minimum required pursuant to Renton Municipal Code. The provided 3,212 spaces would result in a ratio of 2.58 spaces per 1,000 feet of net floor area. Pursuant to the provided TIS the more limited supply of on-site parking would encourage employees and visitors to carpool and use alternative modes of transportation. Additionally the provided TIS included a parking demand analysis for the proposed project, which utilized the *ITE Parking Generation*, 3<sup>rd</sup> Edition which reflects the typical conditions of a suburban office complex that does not have a TDM program. Pursuant to the parking demand analysis the need would exceed the parking supply by 776 spaces or 24 percent. If the TDM program is implemented and is successful the anticipated reduction in demand would equal 24 percent, which would balance the parking demand and supply. Furthermore, between project vesting and 2010, the City's parking regulations have been modified. Ordinance 5529 which was effective March 17, 2010, reduced the parking minimum standards for office development to 2 spaces per 1,000 square feet, as such the applicant would be in compliance with the existing standards pursuant to current code.

The subject project does not trigger any street frontage improvements because curb, gutter and sidewalk currently exist along all site frontages. In addition, under current conditions sidewalks are provided adjacent to the existing office towers, but there are no marked pedestrian paths between the buildings. The provided TIS states that large surface parking lots without marked pedestrian paths contribute to an increased potential for pedestrian-vehicle conflicts. The TIS concludes that the existing sidewalks would be complemented by internal walkways between the proposed office buildings and parking structures. These walkways would enhance the pedestrian connectivity of the site, and would allow for safe travel among the office buildings, parking structures and adjacent surface parking lots. Furthermore the addition of parking garages, with dedicated pedestrian facilities, in place of surface parking lot would reduce the potential for pedestrian-vehicle conflict on the site. Based on the potential for pedestrian vehicle conflict, staff recommends a mitigation measure that the applicant provided a pedestrian circulation plan at Site Plan Review for review and approval by the Current Planning Project Manager.

**Mitigation Measures:**

1. The applicant shall coordinate with WSDOT to ensure the design of their project complies with the plans for the I-405/I-5 to SR 169 Stage 2 - Widening and SR 515 Interchange Project and WSDOT's limited access limits, prior to Site Plan Review approval.

2. The applicant shall pay a Traffic Mitigation Fee based on a rate of \$75.00 per new trip attributed to the subject project. This fee shall be based on actual square footage calculations from the building permit and shall be paid prior to building permit issuance.
3. The applicant shall provide a Transportation Demand Management (TDM) program which includes, but not limited to, the following measures: provide sheltered bike racks, create a transportation coordinator position for employees, implement an employee van-pool program, promote flexible scheduling and work hours, provide on-site showers and changing facilities, provide discounted transit passes for employees, limit the amount of free parking for each tenant, and charge a parking fee for non-rideshare vehicles. The applicant shall create the TDM plan for each phase of the project, to be reviewed and approved by the City's Development Services Division, prior to building permit issuance. The approved TDM program shall be recorded on the property title prior to building permit issuance. The TDM program shall be implemented and monitoring shall begin at the time of Building Final Occupancy for each phase of the project.
4. The applicant shall provide a pedestrian circulation plan at Site Plan Review for review and approval by the Current Planning Project Manager.

**Nexus:** SEPA Environmental Regulations and Resolution 3100.

## **7. Fire & Police**

**Impacts:** The proposal would add new office square footage to the City that would potentially impact the City's Police and Fire Emergency Services. Staff recommends a mitigation measure requiring the applicant to pay a Fire Mitigation Fee, based on \$0.52 per new square footage attributed to the project, which shall be paid prior to building permit issuance.

**Mitigation Measures:** The applicant shall pay a Fire Mitigation Fee based on \$0.52 per new square footage prior to building permit issuance.

**Nexus:** SEPA Environmental Regulations, Resolution 2913

## **E. Comments of Reviewing Departments**

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

- ✓ **Copies of all Review Comments are contained in the Official File and may be attached to this report.**

**Environmental Determination Appeal Process:** Appeals of the environmental determination must be filed in writing on or before 5:00 PM, August 20, 2010.

Renton Municipal Code Section 4-8-110.B governs appeals to the Hearing Examiner. Appeals must be filed in writing at the City Clerk's office along with a \$75.00 application fee. Additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall - 7th Floor, 1055 S. Grady Way, Renton WA 98057.

**ADVISORY NOTES TO APPLICANT**

**The following notes are supplemental information provided in conjunction with the administrative land use action. Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.**

**Planning:**

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division.
2. Commercial, multi-family, new single family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.
3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.

**Plan Review – Water:**

1. This project will be required to install a 12" DI water main loop around the complex of buildings. The conceptual water main drawing submitted (plans dated Oct. 1, 2008) has preliminary approval. There will be additional comments as supplement information is submitted; a commercial building permit will trigger a separate full review.
2. Per the City of Renton code when the required fire flow is over 2500 GPM the fire hydrants shall be served by a main which loops around the building or complex of buildings and reconnects back into a distribution supply main.
3. Any new construction must have one fire hydrant capable of delivering a minimum of 1,000 GPM and shall be located within 150 feet of the structure and additional hydrants (also capable of delivering a minimum of 1,000 GPM) within 300 feet of the structure. This distance is measured along the travel route. The number of additional hydrants required is dependent on the calculated fire flow of the new commercial building. Existing fire hydrants shall be retrofitted with a quick disconnect Stortz fitting if not existing.
4. Buildings that exceed 30 feet in height shall install a RPBA (reduced pressure backflow assembly, not a DCVA) at the back of each domestic water meter. One meter is required per building.
5. The Water System Development Charge fees are based on the total number and size of any and all water meters. These fees are collected at the time a construction permit is issued.

**Plan Review – Sewer:**

1. A commercial building permit will trigger a separate review. The project needs to serve this with commercial side sewer.
2. Any use in the building subject to oils or grease shall require the installation of a grease interceptor or oil/water separator as determined at the time of plan review.
3. The parking garage will require an oil water separator.
4. The Sanitary Sewer SDC fees are based on the size of any and all domestic water meters.

**Plan Review – Storm Drainage:**



1. Construction of a commercial building will trigger a separate review.
2. The Surface Water SDC fees are \$0.405 (but not less than \$1012) per square foot of new impervious area. These fees are collected at the time a construction permit is issued.

Plan Review – Street Improvements:

1. Construction of a commercial building will trigger a separate review.
2. Street improvements are not required at this time.
3. A Traffic Study submitted with the formal application. The study needs to include the adjacent intersections and driveway locations.

Plan Review – General:

1. All required utility; drainage and street improvements will require separate plan submittals prepared according to City of Renton drafting standards by a licensed Civil Engineer.
2. All plans shall be tied to a minimum of two of the City of Renton Horizontal and Vertical Control Network.
3. Permit application must include an itemized cost estimate for these improvements. Half of the fee must be paid upon application for building and construction permits, and the remainder when the permits are issued. There will be additional fees for water service related expenses. See Drafting Standards.

Fire Department:

1. Construction and actual setback information shall be submitted so fire flow can be appropriately calculated.
2. The minimum number of hydrants for the type of structures shall be 2 per building. Additional hydrants shall be based on spacing, which shall be in accordance with sound engineering practices. Hydrants shall be equipped with 5-inch Storz fittings on the main ports.
3. Primary Hydrants shall be no greater than 150 feet to the front of the building. All other hydrants shall be spaced no greater than 300 feet to the structure. Hydrant spacing shall also be in accordance with Appendix C, Table C105.1 of the 2006 International Fire Code.
4. Fire apparatus road access shall be no greater than 150 feet to all exterior portions of the buildings.
5. Fire Apparatus Road Access width shall be no less than 20 feet wide and on a surface capable of sustaining the weight of a Fire Apparatus.
6. Fire Lane signage shall be required along one side of the road where the road width is 20 to 28 feet wide. Signage shall be placed on the same side in which the hydrants are located. Signage shall be as in accordance with section 503 of the 2006 International Fire Code and city of Renton Ordinance 4-4-80-6 A-G.
7. Aerial apparatus access shall be in accordance with appendix D of the 2006 International Fire Code.
8. Access of Dead End Street from 150 feet or greater shall require an appropriate Turnaround.
9. Commercial Fire Alarm and Fire Sprinklers are applicable to this project. A separate set of plans and permits shall be required for both systems. Fire sprinkler & Fire Alarms must conform to 2006 International Fire Code and City of Renton Amendments.
10. Standpipes shall be required.
11. Fire Equipment Rooms shall be required.
12. The project shall be required to comply with all High Rise Standards set forth in the 2006 International Codes.
13. The proposed building, TT-5 must comply with all requirements of Section 1107, Helistops and

Heliports, of the 2006 International Fire Code if a helipad is added to the roof.

14. Fire equipment rooms with air replenishing systems shall be required on the 1<sup>st</sup> floor and every 4<sup>th</sup> floor thereafter.

Renton Municipal Airport:

1. The applicant should file an FAA 7460-1 form "notice of proposed construction or alteration" on the project even though the project is below the FAR PART 77 Surface for Renton Airport.

Parks Department:

1. The applicant shall coordinate with Terry Flatley, the City's Urban Forester, on tree species and location.

OWNER:  
RENTON PROPERTIES, LLC  
2025 First Ave., Suite 700  
Seattle, WA 98121  
T 206 448 5080  
F 206 448 5075

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TRITON TOWERS  
EXPANSION  
RENTON, WA  
PROJECT #207808.00

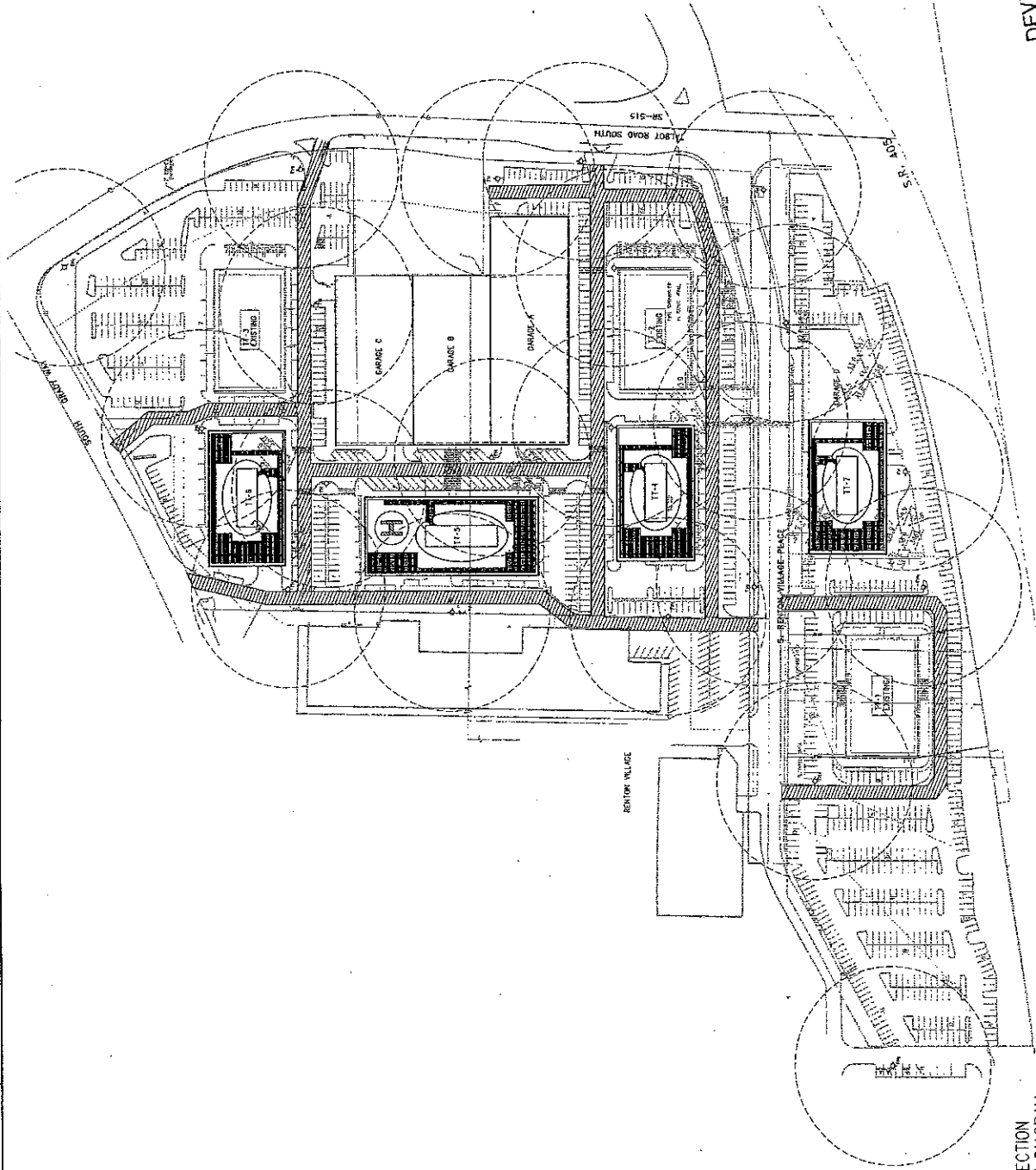
DATE: 08/01/2008  
DRAWN BY: J. L. STANLEY  
CHECKED BY: J. L. STANLEY

NEIGHBORHOOD  
DETAIL MAP  
A-002









**FIRE PROTECTION  
COVERAGE DIAGRAM**

(A1)



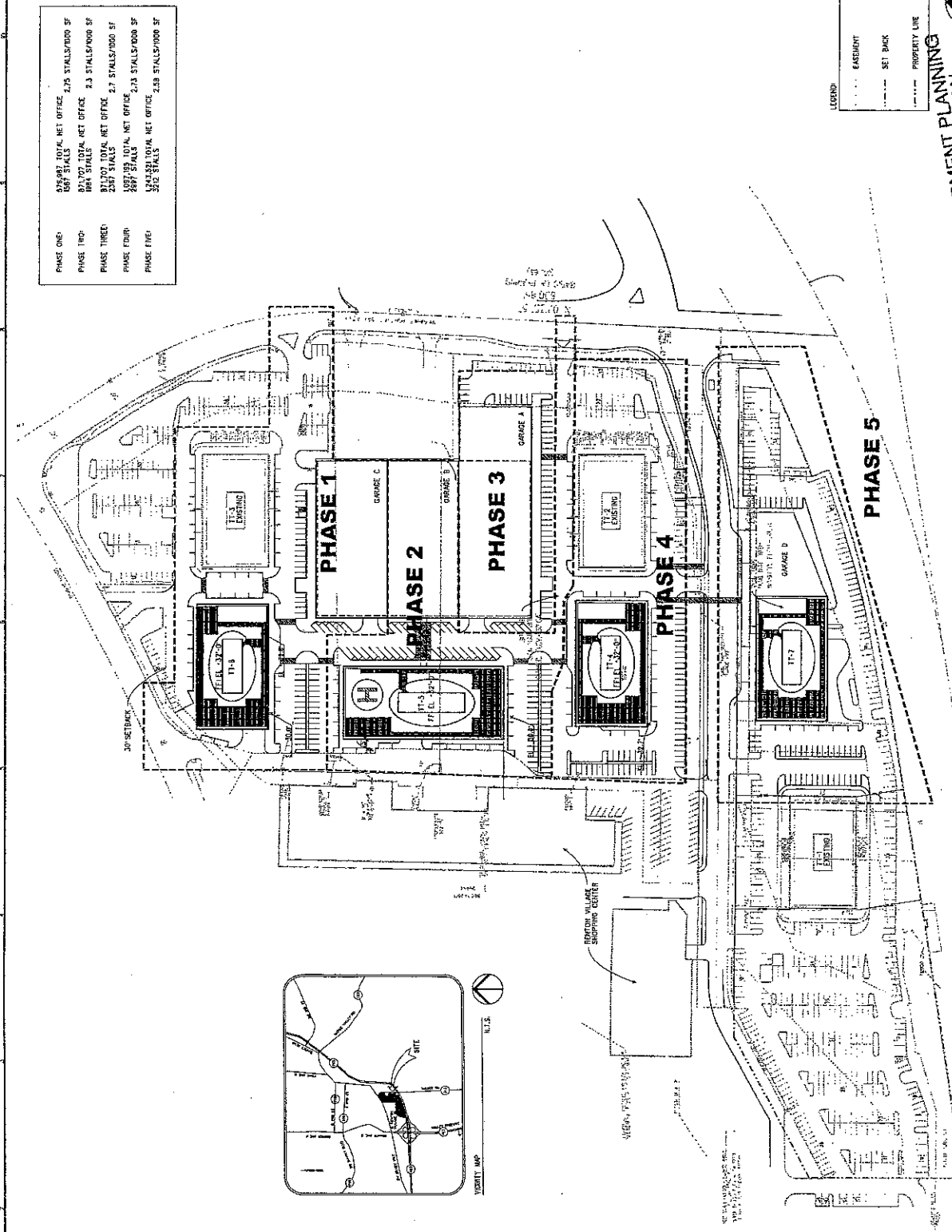
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 CITY OF RENTON  
 DEVELOPMENT PLANNING

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**A-002a**

RECEIVED

**EXHIBIT 5**



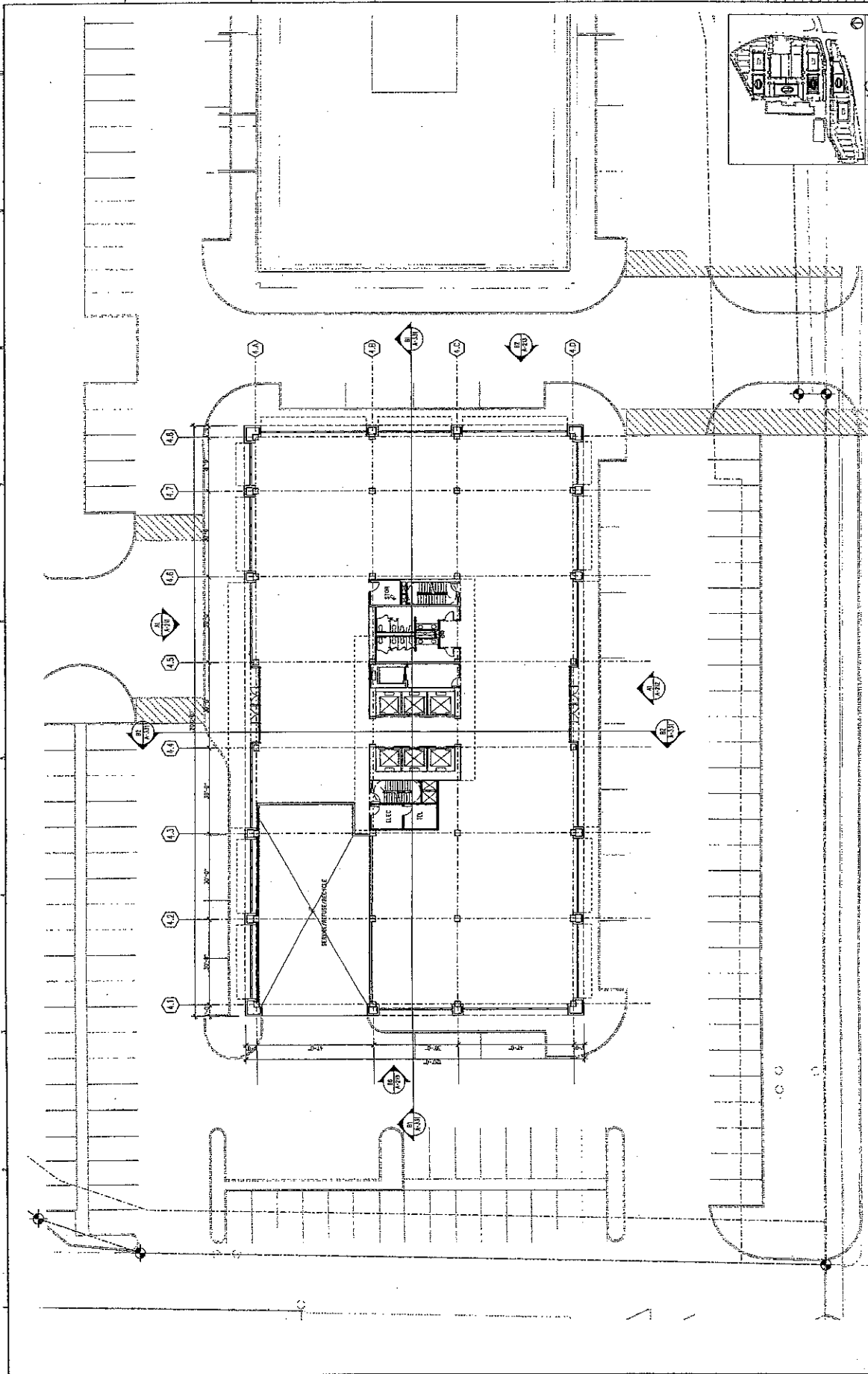
Remton Properties,  
LLC  
2025 First Ave., Suite 700  
Seattle, WA 98121  
T 206 448 5080  
F 206 448 5075

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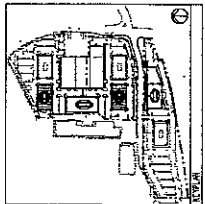
TRITON TOWERS  
EXPANSION  
RENTON, WA  
PROJECT #Z07609.00

**ISSUED / REVISED**      **DATE**

**PASSPORT FILE NUM 321**      **09/07/2008**







SCALE: 1/8" = 1'-0"

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2008

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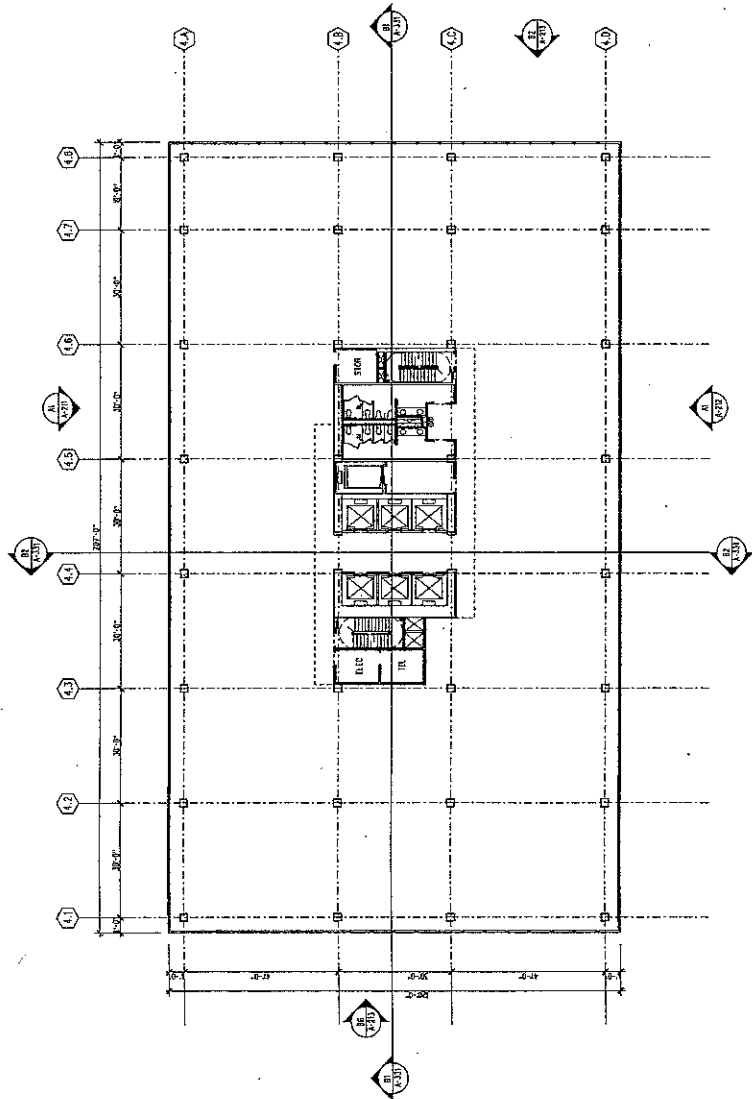
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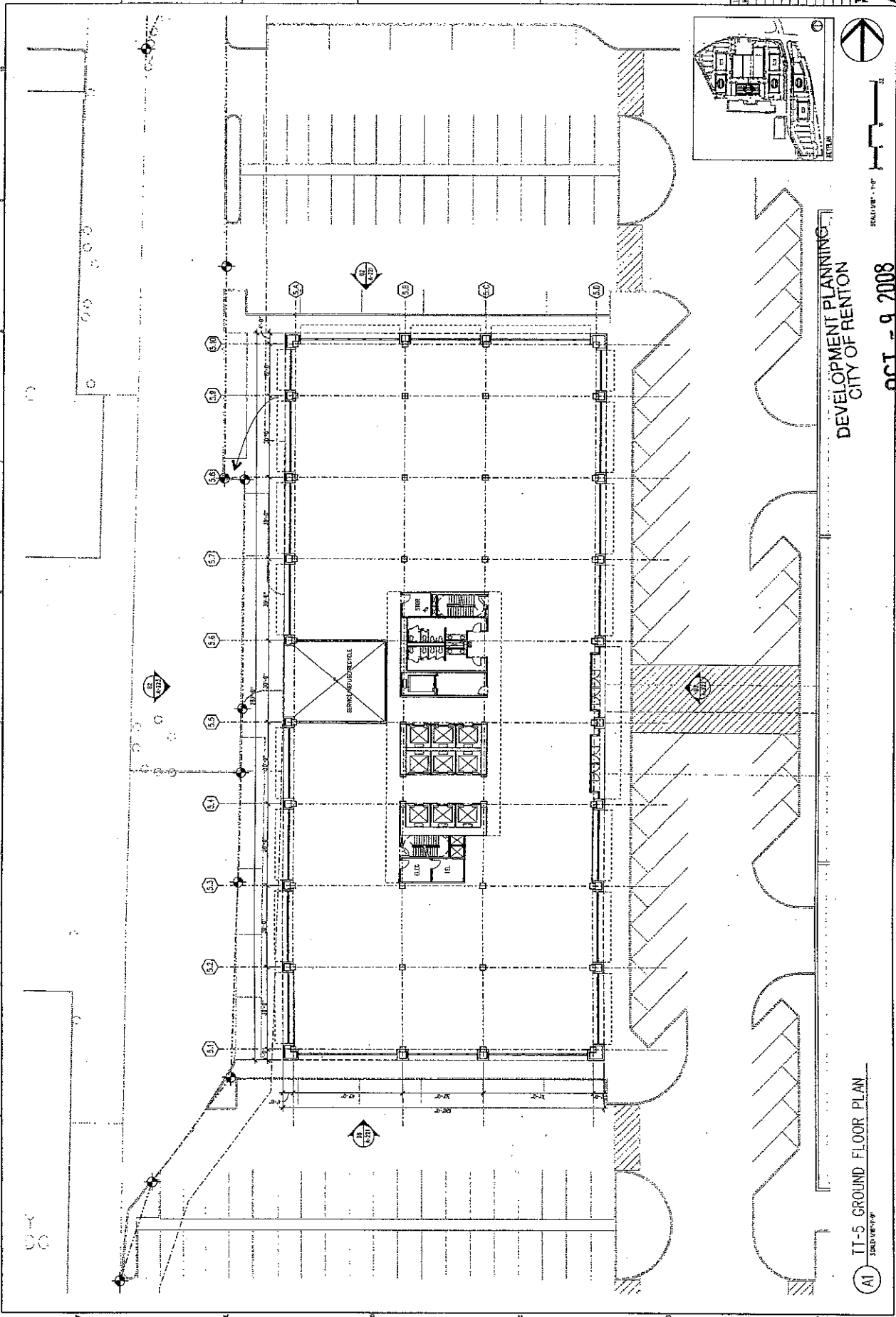
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A1 11-411-6 (OPP. HAND) TYPICAL OFFICE FLOOR PLAN  
SCALE 1/8"=1'-0"

**HOTEL**  
**FOR 11-6 NITROGEN FLOOR PLANS ABOUT HORIZONTAL AXIS**





**A1** **TT-5 GROUND FLOOR PLAN**  
SCREEN VIEW-Y-Y'

OCT - 9 2008

SECRET

# EXHIBIT 9

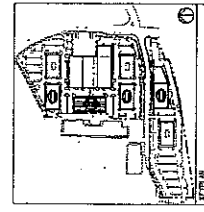
OWNER:  
Renton Properties,  
LLC  
2025 First Ave, Suite 700  
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F 206 448 5075

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TRITON TOWERS  
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RENTON, WA  
PROJECT #207608.00

DATE	REVISION
11/01/2008	1
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11/01/2008	100

TI-5 TYPICAL OFFICE  
FLOOR PLAN  
A-122



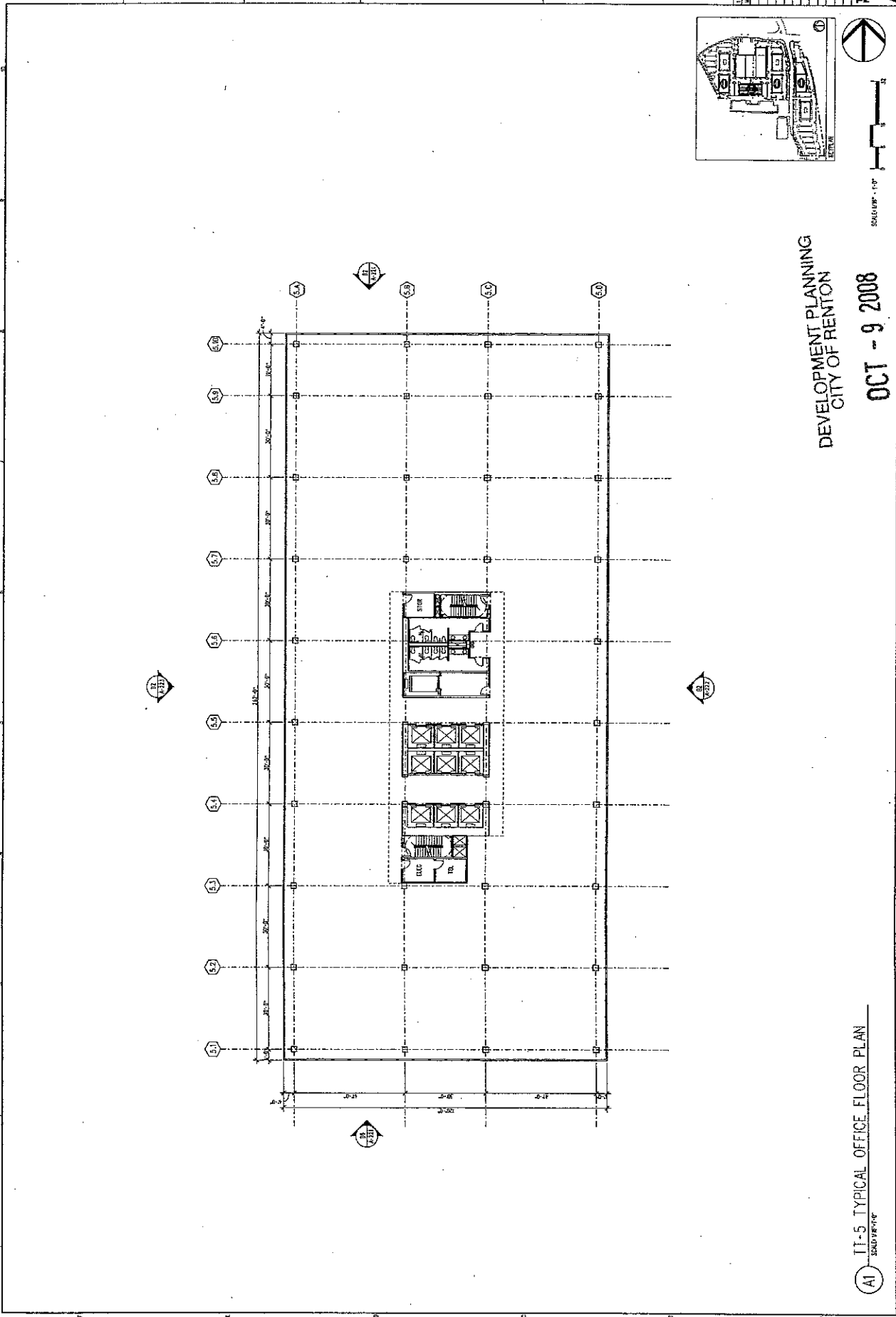
SCALE: 1/8" = 1'-0"  
DATE: 11/01/2008  
DRAWN BY: J. B. BROWN  
CHECKED BY: J. B. BROWN  
APPROVED BY: J. B. BROWN

DEVELOPMENT PLANNING  
CITY OF RENTON

OCT - 9 2008

RECEIVED

EXHIBIT 10



TI-5 TYPICAL OFFICE FLOOR PLAN  
A1

OWNER: Renton Properties, LLC  
 2025 First Ave, Suite 700  
 Seattle, WA 98121  
 T 206 448 5080  
 F 206 448 5075

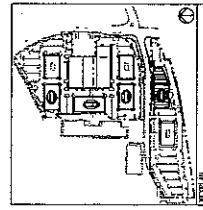
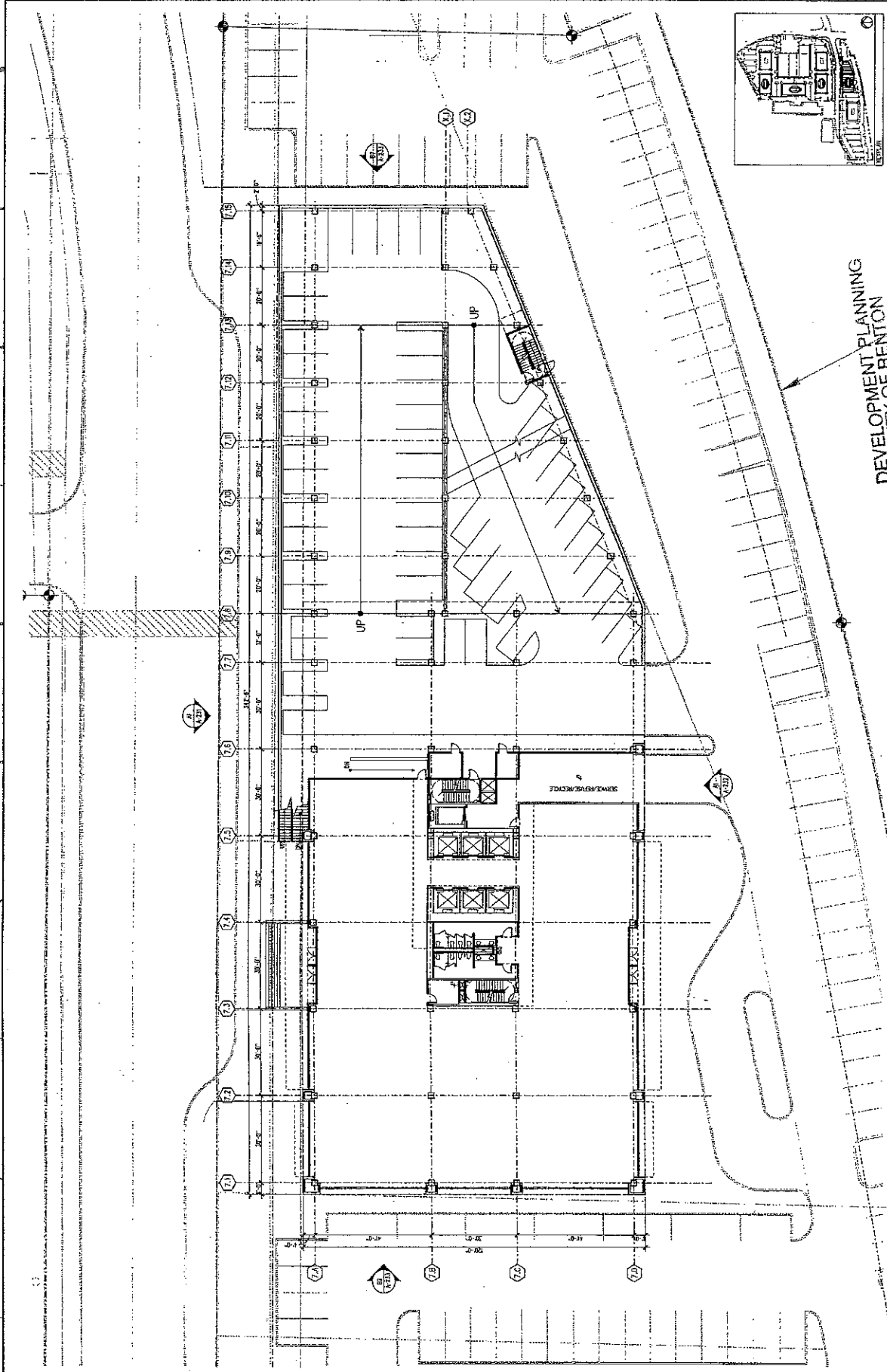
CALLISON  
 www.callison.com

TRITON TOWERS  
 EXPANSION  
 RENTON, WA  
 PROJECT #207808.00

DATE	REVISION
08/20/08	ISSUED FOR PERMITS

TT-7/GARAGE D  
 GROUND FLOOR PLAN

A-131



3/8" = 1'-0"  
 1" = 1'-0"

DEVELOPMENT PLANNING  
 CITY OF RENTON

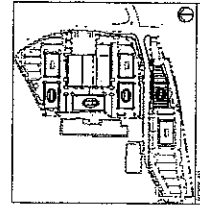
OCT - 9 2008

RECEIVED

RECEIVED

EXHIBIT 11

TT-7/GARAGE D GROUND FLOOR PLAN  
 A1

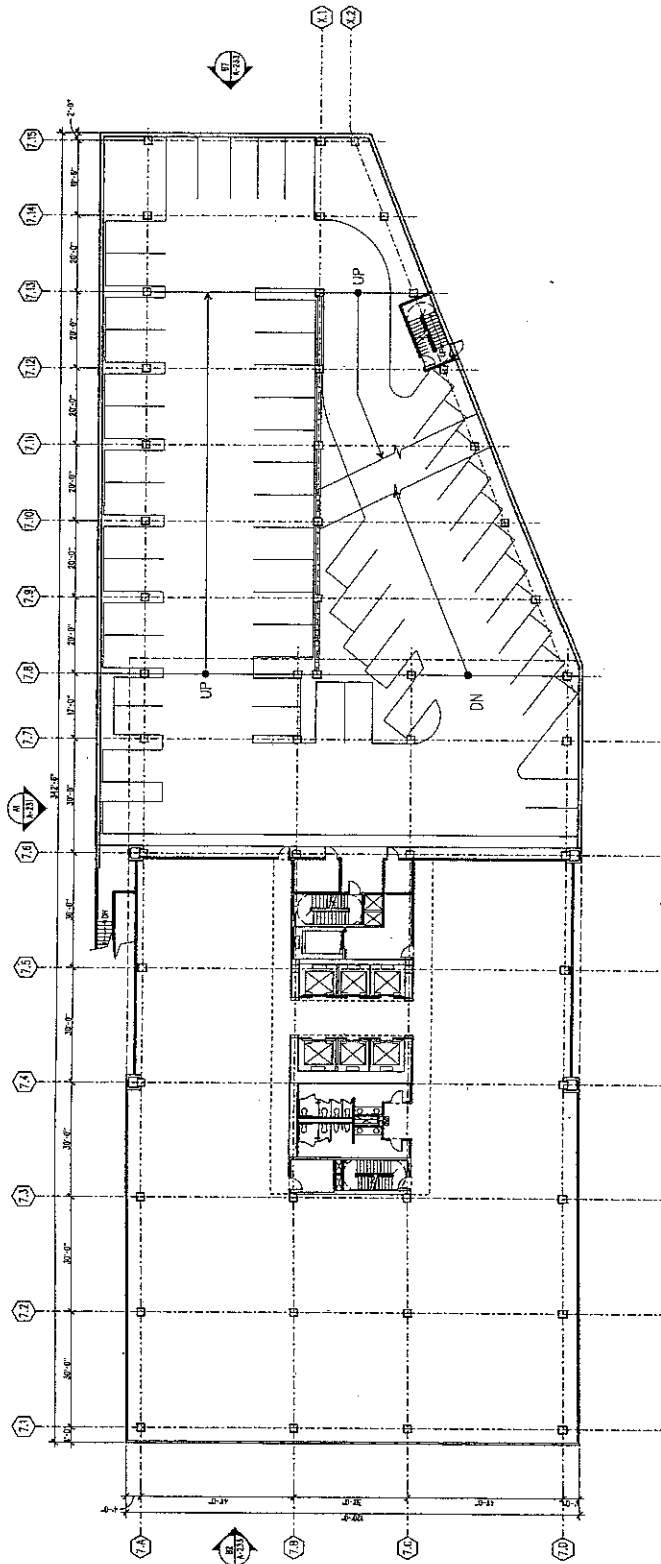


DEVELOPMENT PLANNING  
CITY OF RENTON

OCT - 9 2008

RECEIVED

**EXHIBIT 12**



A1 TT-7/GARAGE D FLOORS 2-4 (TYP)

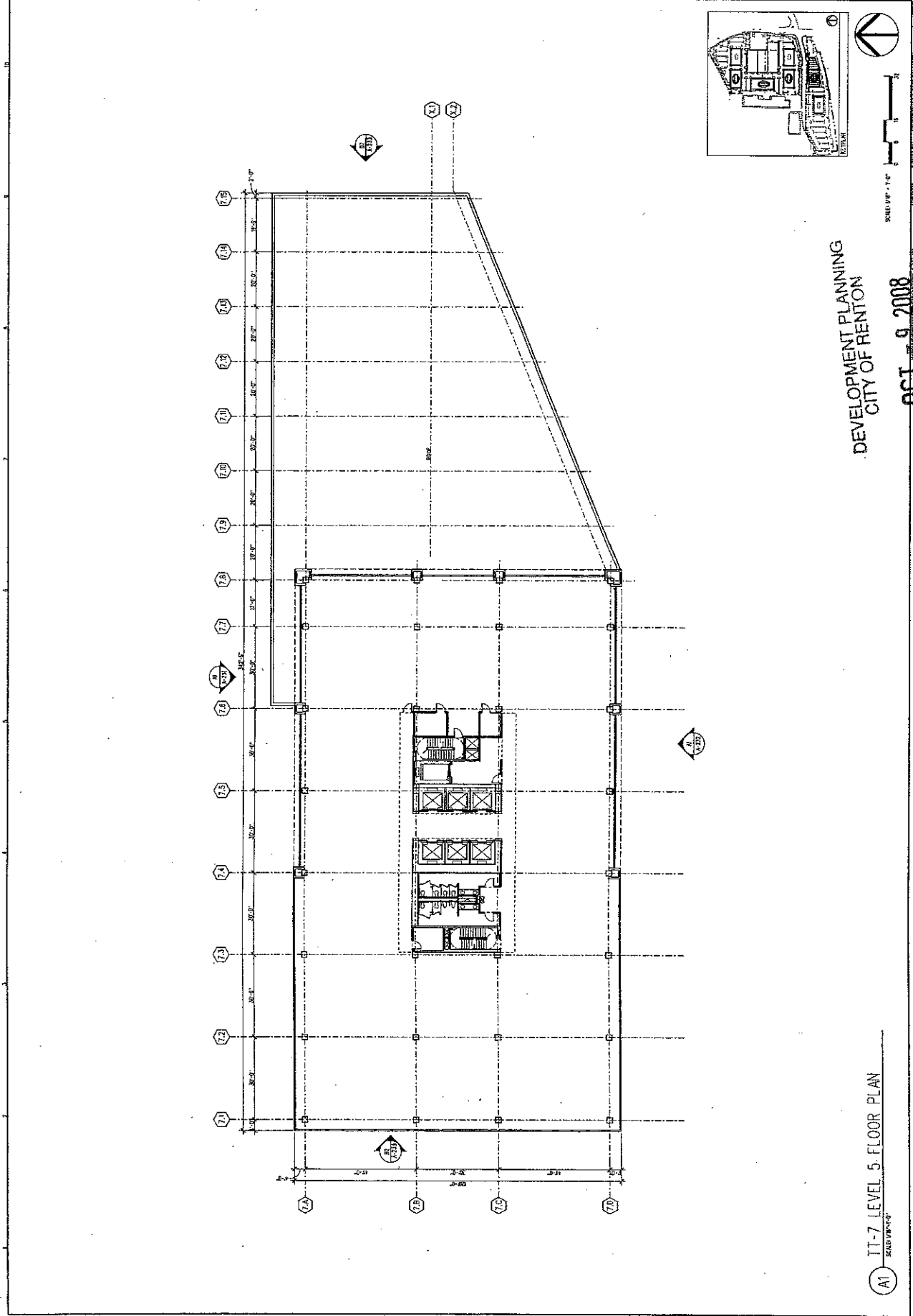
OWNER:  
Renton Properties,  
LLC  
2025 First Ave., Suite 700  
Seattle, WA 98121  
T 206 448 5080  
F 206 448 5075

CALLISON  
www.callison.com

TRITON TOWERS  
EXPANSION  
RENTON, WA  
PROJECT #207806.00

NO.	REVISION	DATE
1	ISSUE FOR PERMIT	08/08/08
2	REVISION	
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IT-7 LEVEL 5  
FLOOR PLAN  
A-133



DEVELOPMENT PLANNING  
CITY OF RENTON

OCT 9 2008

AI IT-7 LEVEL 5 FLOOR PLAN  
2400/08-104

RECEIVED

EXHIBIT 13

NO\$171V5

PROJECT #207806.00

TRITON TOWERS  
EXPANSION  
RENTON, WA

ISSUED / REVISED	DATE
WASHINGTON SITE PLAN 81	10/5/1009

TT-7 LEVEL 8 8-11  
FLOOR PLAN

**A-135**

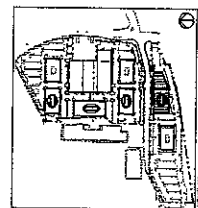


Figure 1. Schematic diagram of the experimental setup. The subject is seated in a chair and views the screen through a mirror. The screen displays the target (a red dot) and the starting position (a black dot). The subject's hand is positioned at the starting position. The distance between the starting position and the target is 10 cm. The subject is instructed to move the hand to the target as quickly and accurately as possible. The screen is 100 cm high and 100 cm wide. The starting position is 50 cm from the screen. The target is 10 cm from the screen. The subject's hand is 50 cm from the screen. The distance between the starting position and the target is 10 cm. The subject is instructed to move the hand to the target as quickly and accurately as possible.

~~XXXXXXXXXXXX~~

DEVELOPMENT PLANNING  
CITY OF RENTON

OCT 9 2008

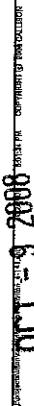
2007-5

RECEIVED

# EXHIBIT 14

TT-7 LEVELS 6-11 TYPICAL FLOOR PLAN

07 / 11



## EXHIBIT 15

RECEIVED



OWNER:  
 Renton Properties,  
 LLC  
 2025 First Ave, Suite 700  
 Seattle, WA 98121  
 T 206 448 8080  
 F 206 448 8076

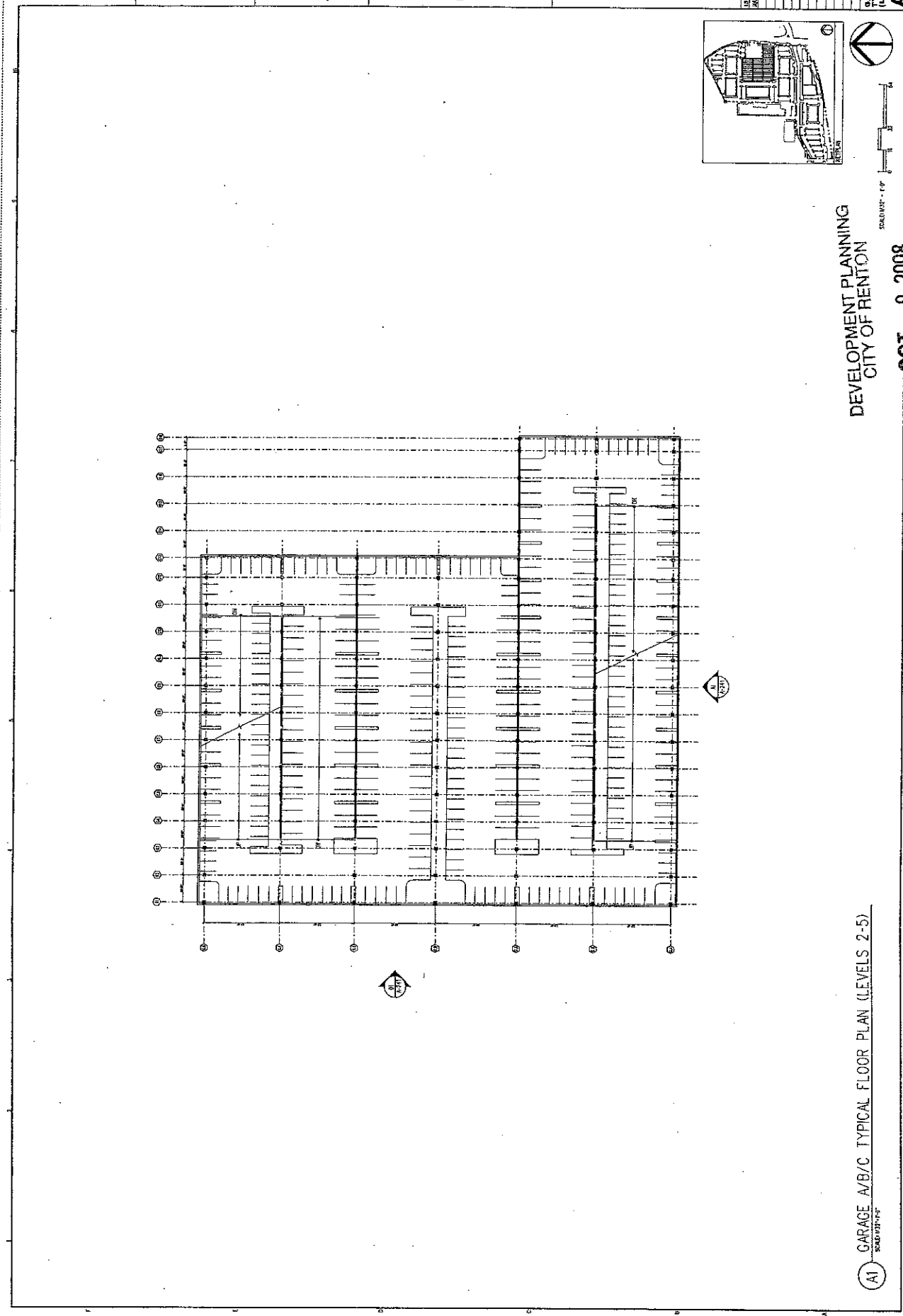
CALLISON  
 WWW.CALLISON.COM

TRITON TOWERS  
 EXPANSION  
 RENTON, WA  
 PROJECT #207806.00

REVISION	DATE
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2	08/01/08
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OWNER: RENTON PROPERTIES, LLC  
 PROJECT #207806.00  
 DATE: 08/01/08  
 SCALE: 1/8" = 1'-0"

A-142



(A1) GARAGE A/B/C TYPICAL FLOOR PLAN (LEVELS 2-5)  
 SCALE 1/8" = 1'-0"

DEVELOPMENT PLANNING  
 CITY OF RENTON

OCT 9 2008

RECEIVED

EXHIBIT 16



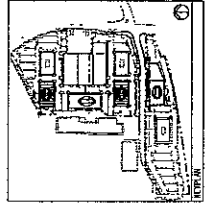
OWNER:  
Renton Properties,  
LLC  
2025 First Ave., Suite 700  
Seattle, WA 98121  
T 206 448 5080  
F 206 448 5075

CALLISON  
www.callison.com

TRITON TOWERS  
EXPANSION  
RENTON, WA  
PROJECT #207605.00

ISSUED / REVISION	DATE
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TT-MIT-6 ELEVATIONS  
A-211



SCALE: 1/8" = 1'-0"

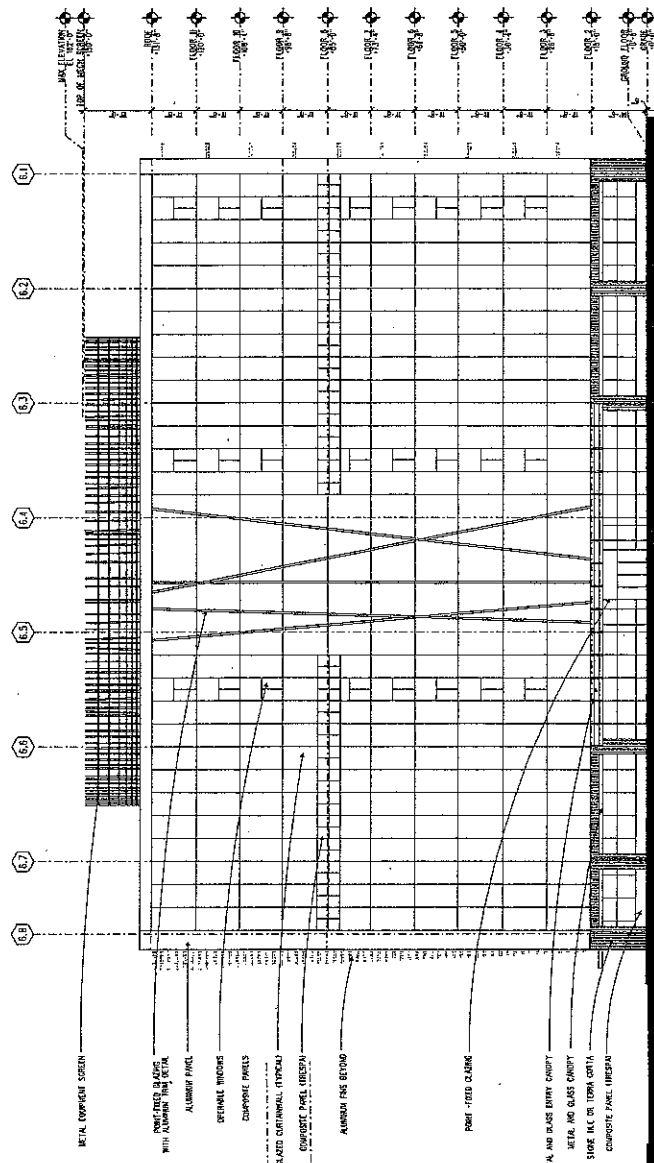
DEVELOPMENT PLANNING  
CITY OF RENTON

OCT - 9 2008

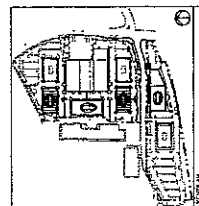
RECEIVED

EXHIBIT 18

TT-4 - NORTH/TT-6 - SOUTH GRADY WAY ELEVATION



11-10-2008



SCALE 1/16" = 1'-0"

OCT - 9 2008

RECEIVED

DEVELOPMENT PLANNING  
CITY OF RENTON

TTT-4 - S RENTON VILLAGE PLACE/TT-6 - SOUTH ELEVATION

(21)

## EXHIBIT 19

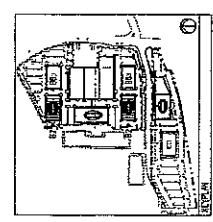
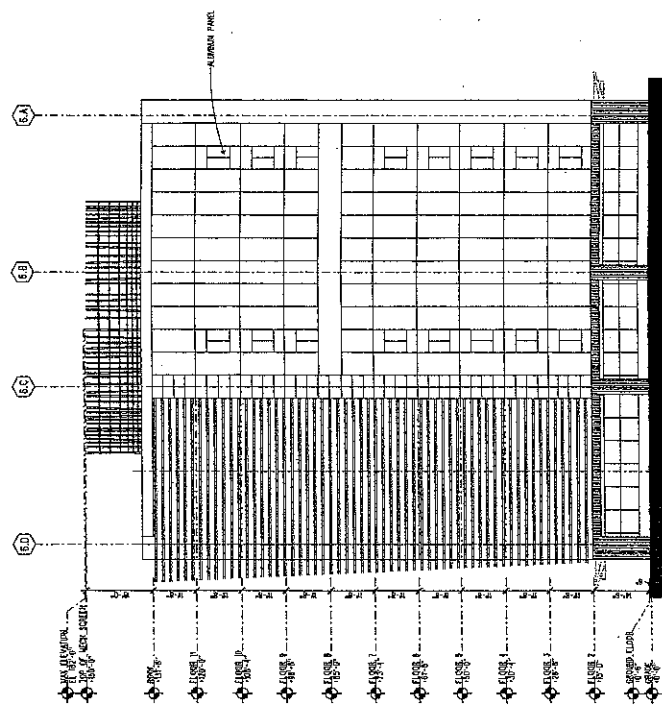
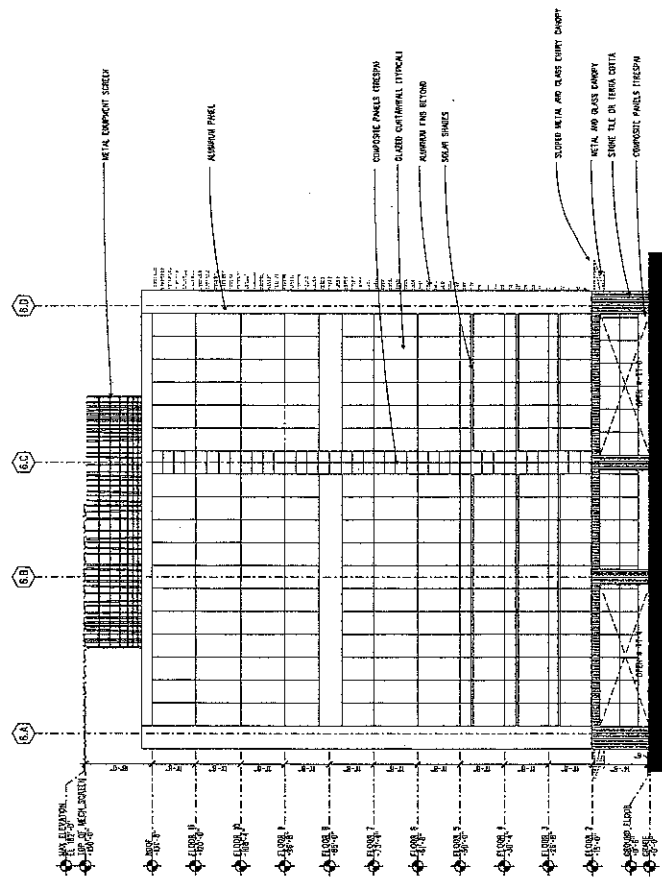
OWNER:  
 LLC  
 2025 First Ave, Suite 700  
 Seattle, WA 98121  
 T 206 448 5000  
 F 206 448 5075

CALLISON  
 www.callison.com

TRITON TOWERS  
 EXPANSION  
 RENTON, WA  
 PROJECT #207808.00

REVISION	DATE
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TT-4TT-6 ELEVATIONS  
 A-213



SCALE: 1/8" = 1'-0"  
 NORTH

DEVELOPMENT PLANNING  
 CITY OF RENTON

OCT 9 2008

RECEIVED

EXHIBIT 20

OWNER:  
**Renkon Properties, LLC**  
 2025 First Ave., Suite 700  
 Seattle, WA 98121  
 T 206 448 8888  
 F 206 448 5075

CALLISON  
 www.callison.com

**TRITON TOWERS  
 EXPANSION**  
 RENTON, WA  
 PROJECT #207809.00

DATE	REVISION
11/11/08	1.0
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**A-221**

DEVELOPMENT PLANNING  
 CITY OF RENTON

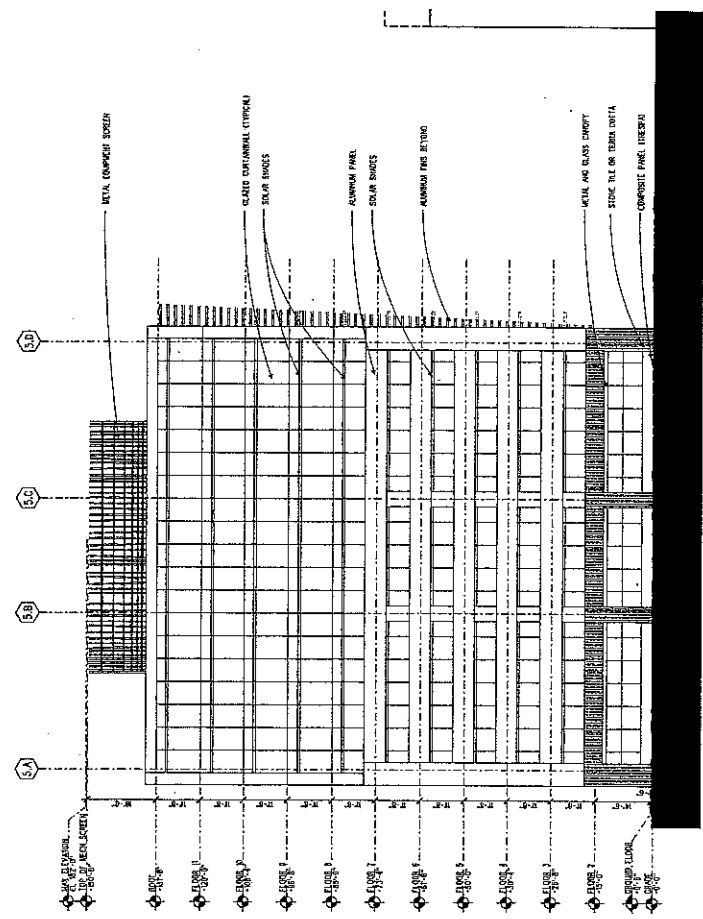
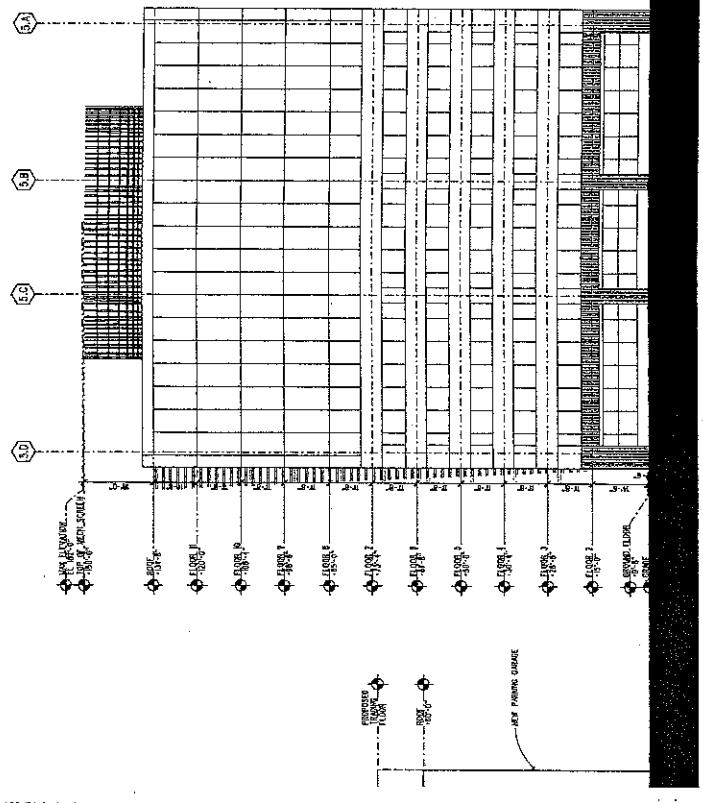
OCT - 9 2008

SCALE: 1/8" = 1'-0"



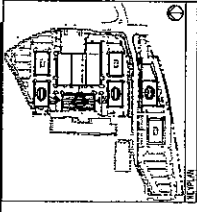
**RECEIVED**

**EXHIBIT 21**



**B2 TT-5 NORTH ELEVATION**  
 SCALE: 1/8" = 1'-0"

**B6 TT-5 SOUTH ELEVATION**  
 SCALE: 1/8" = 1'-0"



OWNER:  
Renton Properties,  
LLC  
2025 First Ave., Suite 700  
Seattle, WA 98121  
T 206 448 6080  
F 206 448 5075

CALLISON  
www.callison.com



TRITON TOWERS  
EXPANSION  
RENTON, WA  
PROJECT #207808.00

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	08/08/08
2	ISSUED FOR PERMIT	08/08/08
3	ISSUED FOR PERMIT	08/08/08
4	ISSUED FOR PERMIT	08/08/08
5	ISSUED FOR PERMIT	08/08/08
6	ISSUED FOR PERMIT	08/08/08
7	ISSUED FOR PERMIT	08/08/08
8	ISSUED FOR PERMIT	08/08/08
9	ISSUED FOR PERMIT	08/08/08
10	ISSUED FOR PERMIT	08/08/08

TRITON EAST ELEVATION

A-222



SCALE: 1/4" = 1'-0"

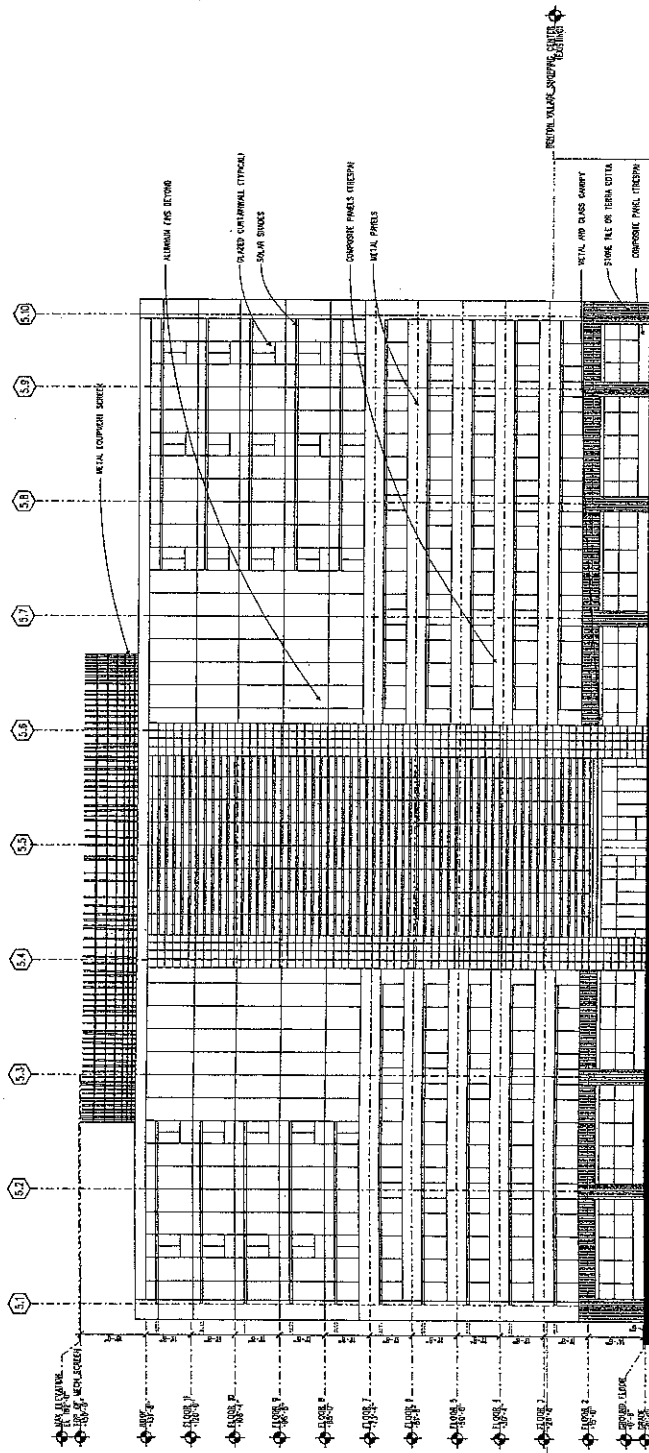
SECTION CUT - 1/4" = 1'-0"

DEVELOPMENT PLANNING  
CITY OF RENTON

OCT - 9 2008

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EXHIBIT 22



(B2) IT-5 EAST ELEVATION  
SCALE: 1/4" = 1'-0"





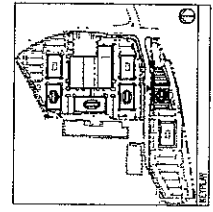
OWNER:  
 Renton Properties, LLC  
 2025 First Ave., Suite 700  
 Seattle, WA 98121  
 T 206 448 5500  
 F 206 448 5075

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TRITON TOWERS  
 EXPANSION  
 RENTON, WA  
 PROJECT #207808.00

REVISION	DATE
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2	08/01/08
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100	08/01/08

TT-7 ELEVATIONS  
 A-231



SCALE: 1/8" = 1'-0"

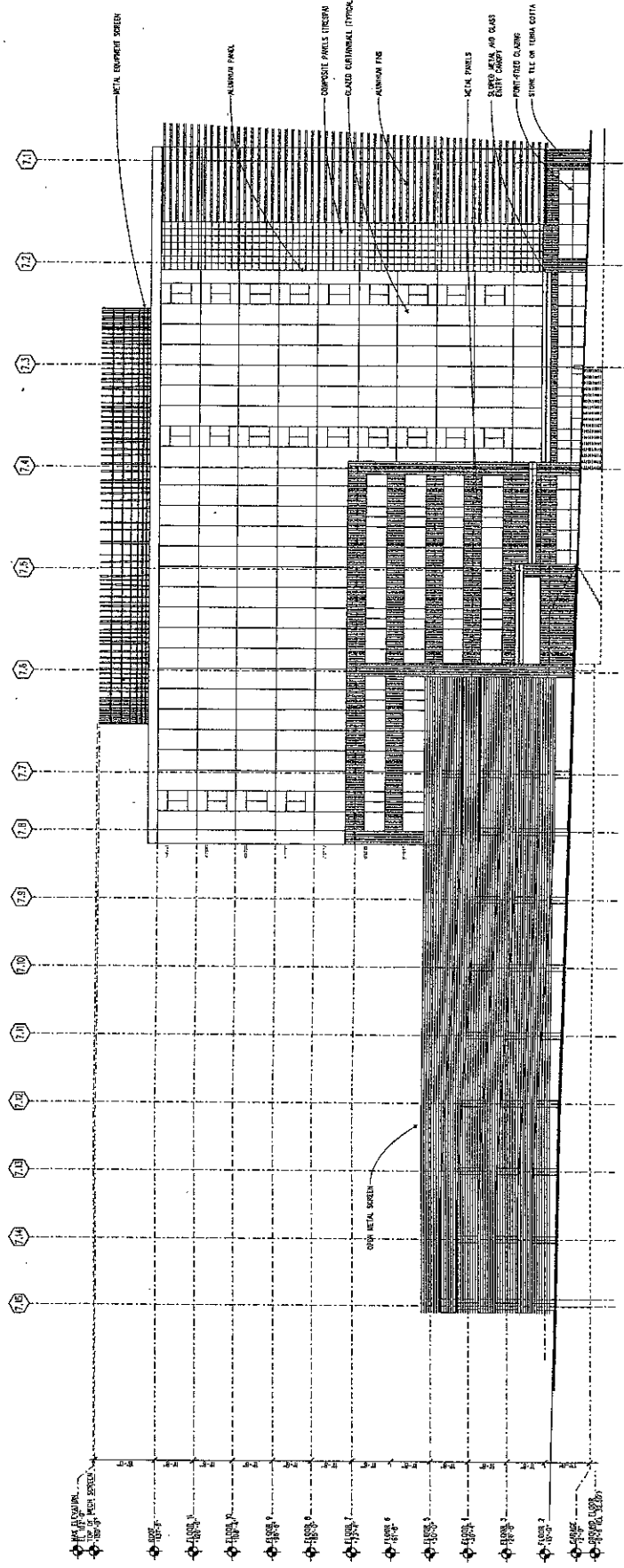
DEVELOPMENT PLANNING  
 CITY OF RENTON

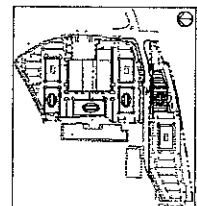
OCT - 9 2008

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EXHIBIT 24

TT-7 - S RENTON VILLAGE PLACE ELEVATION  
 A1 2007/08/14





SCALE: VRS - 1:5000

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CITY OF RENTON

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TT-7 SOUTH ELEVATION

11-1-13

**EXHIBIT 25**

ISSUED / REVISED	DATE
ISSUED, SMC P&H SET	20/07/2008

### APPENDIX B EVALUATION

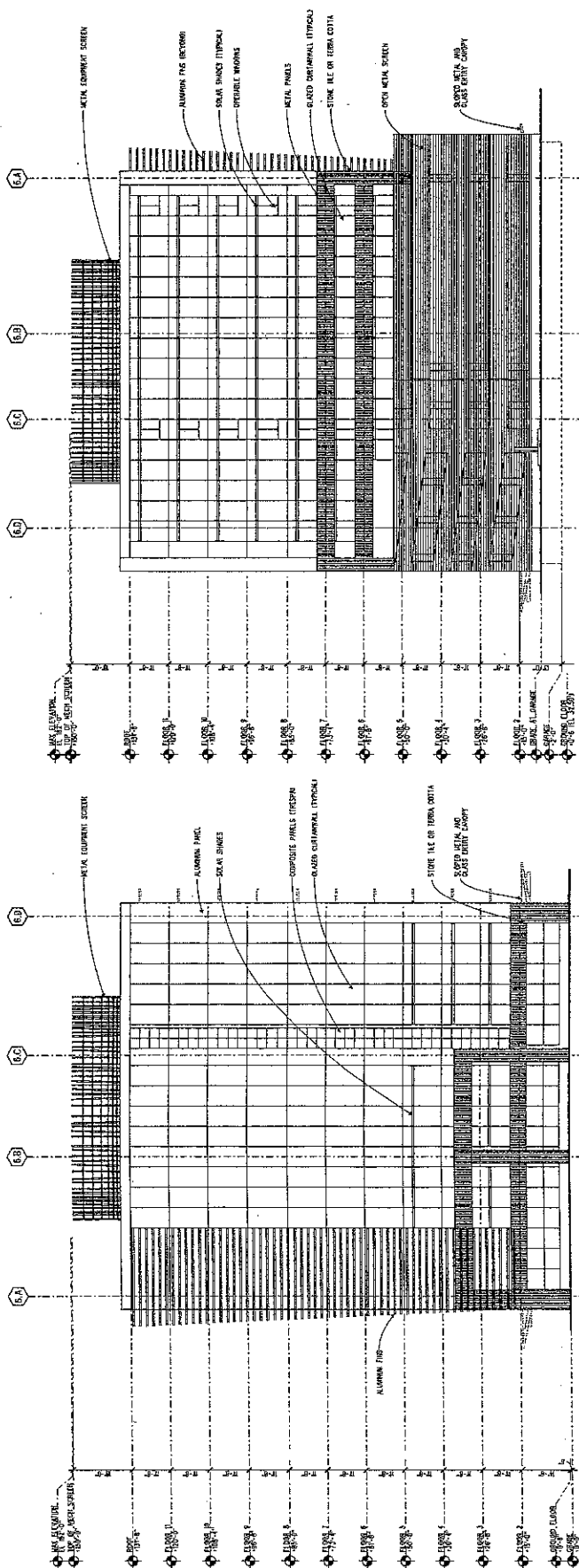
**A-233**



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EXHIBIT 26



B2 TT-7 WEST ELEVATION SCALE 1/8"=1'-0"

TT-7 - TALBOT RD S ELEVATION  
SCALE: V=8'-1"=1'-0"

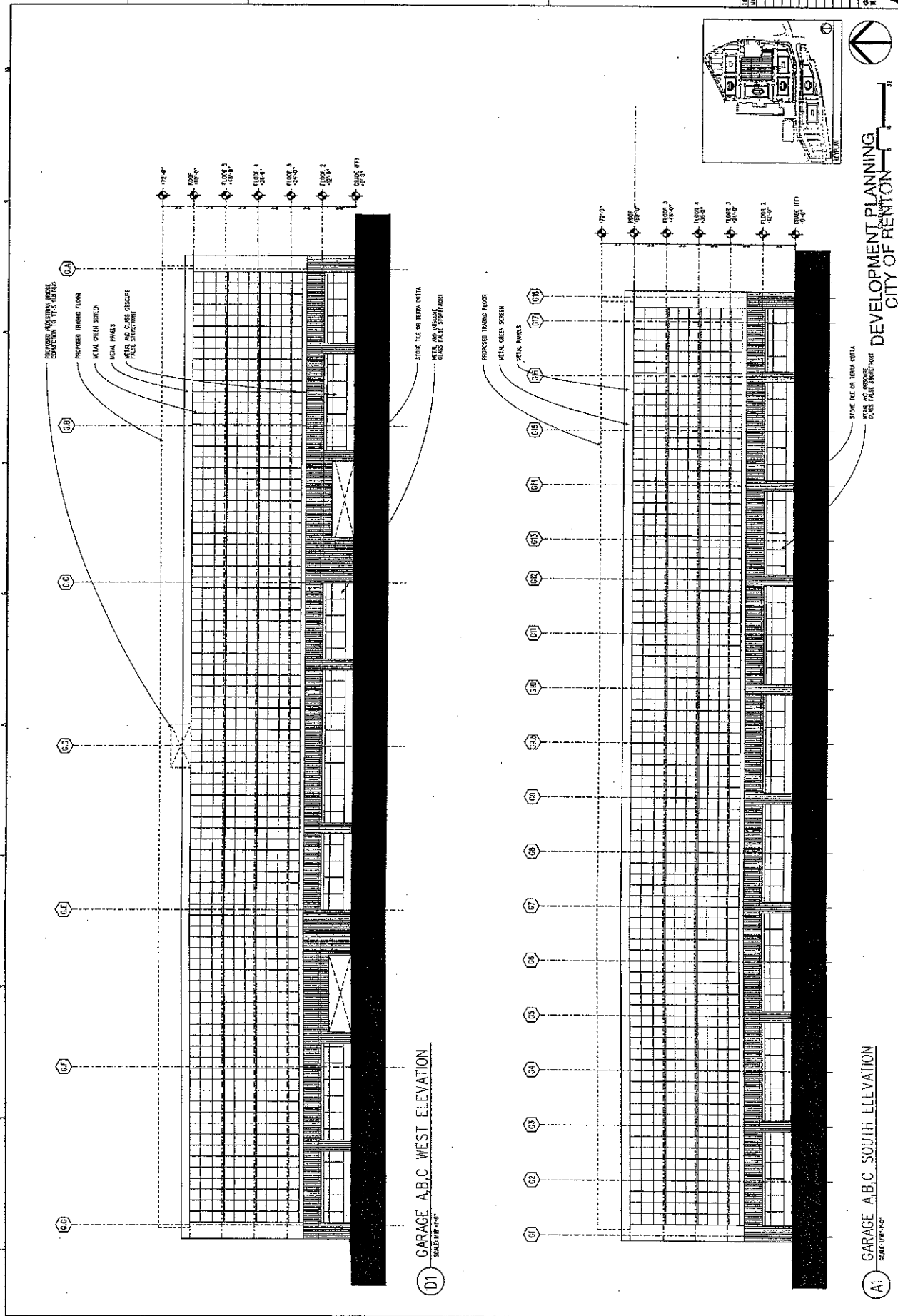
OWNER:  
Renton Properties,  
LLC  
2025 First Ave., Suite 700  
Seattle, WA 98121  
P 206 443 5075  
F 206 443 5076

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EXPANSION  
RENTON, WA  
PROJECT #207808.00

DATE:  
DRAWN BY: JAC SUI  
CHECKED BY: JAC SUI

GARAGE A,B,C  
ELEVATIONS  
A-241



DEVELOPMENT PLANNING  
CITY OF RENTON

OCT - 9 2008

EXHIBIT 27

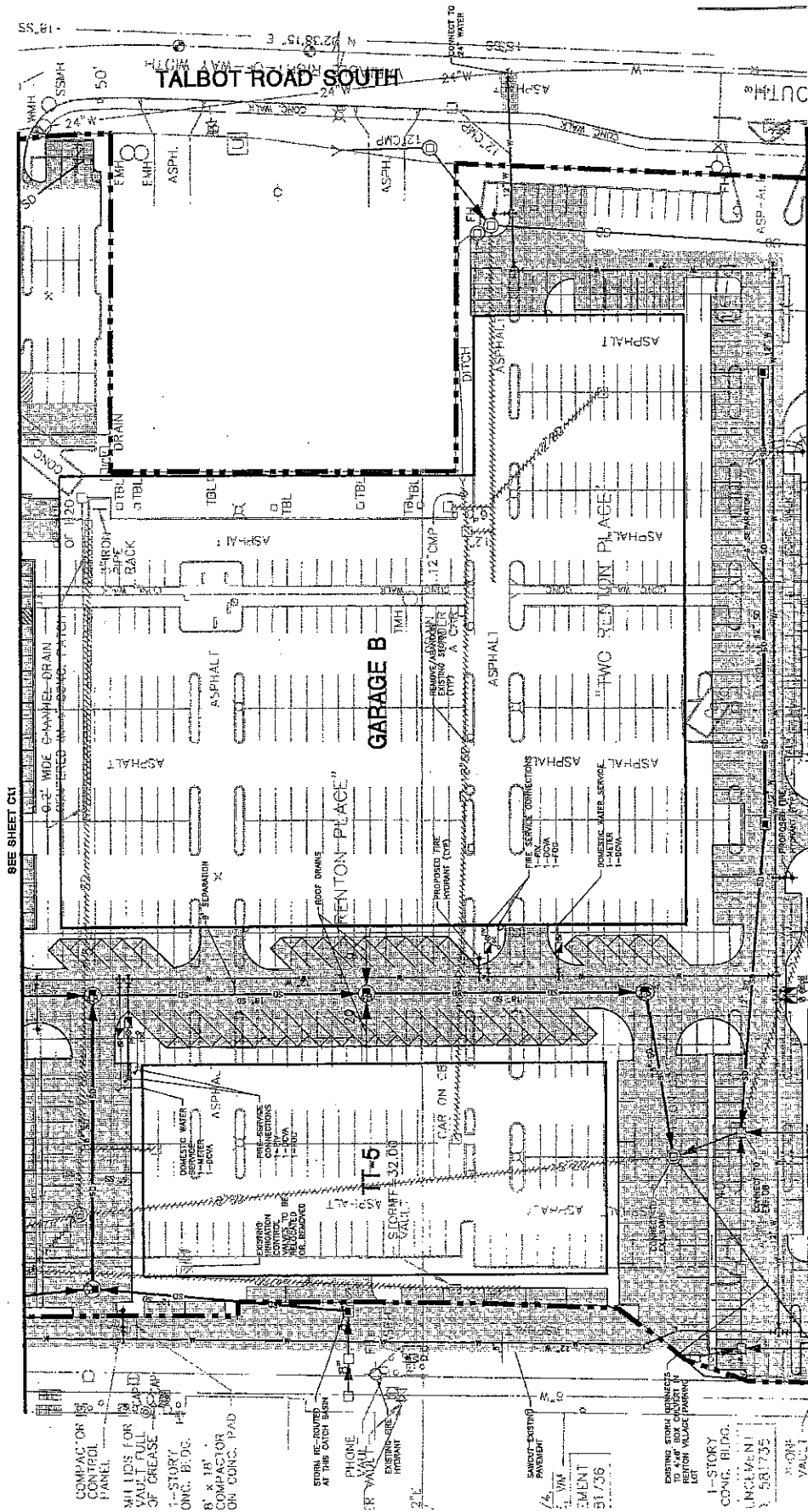
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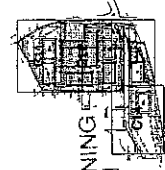
A:\Projects\213 (H&I) Promerica\003-05 Station Towers\Two sheets\T7-INT0.doc

DECLASSIFIED

SECTION 19, TOWNSHIP 23, RANGE 5 EAST, W.M.



## KEY PLAN



DEVELOPMENT PLANNING  
CITY OF RENTON

OCT - 9 2008

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**EXHIBIT 31**

### LEGEND

- NOTE:**  
THE SURVEY INFORMATION SHOWN IS A COMBINATION:  
1. ALFA SURVEY - BOCK AND CLARK, JULY 18, 2001  
2. CITY OF RENTON AG-BUILT RECORDS  
3. ADDITIONAL TOPD BY OR STRONG

NOTE

- WATER LINE  
FIRE HYDRANT  
DOUBLE CHECK  
POST INDICATOR  
FIRE DEPT. 6  
WATER METER

THE SURF  
NOISE

1. ALTA SURVEY - BOCK AND CLARK, JULY 18, 2001
2. CITY OF RENTON AS-BUILT RECORDS
3. ADDITIONAL, TOPD BY OR STRONG



**NOTE:**  
THE SURVEY INFORMATION SHOWN IS A  
COMBINATION:

1. ALTA SURVEY - BOOK AND CLARK,  
JULY 18, 2001
2. CITY OF RENTON AS-BUILT RECORDS
3. ADDITIONAL TOPD BY DR STRONG

1. ALTA SURVEY - BOCK AND CLARK,  
JULY 18, 2001
2. CITY OF RENTON AS-BUILT RECORDS
3. ADDITIONAL TOPO BY DR STRONG

## LEGEND

- [illegible]

### KEY PLAN



" = 30'



Scale Feet

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**EXHIBIT 32**

SECTION 19, TOWNSHIP 23, RANGE 6 EAST, W.M.

**SHEET 012**

SEE SHEET C14

2007年12月27日 星期五 12:00 PM CST 5000 BY: GUYAN KIMBOE

C:\Program Files\Toshiba\Toshiba Software\PowerLite\PLT-017.dwg

OWNER:  
Renton Properties, LLC  
500116 WA 98120  
F 206 448 5080  
T 206 448 5075



Site Development Associates, LLC  
1017 1st Avenue South, Renton, WA 98148  
Phone: (206) 835-4333 Fax: (206) 835-4333  
www.sda.com

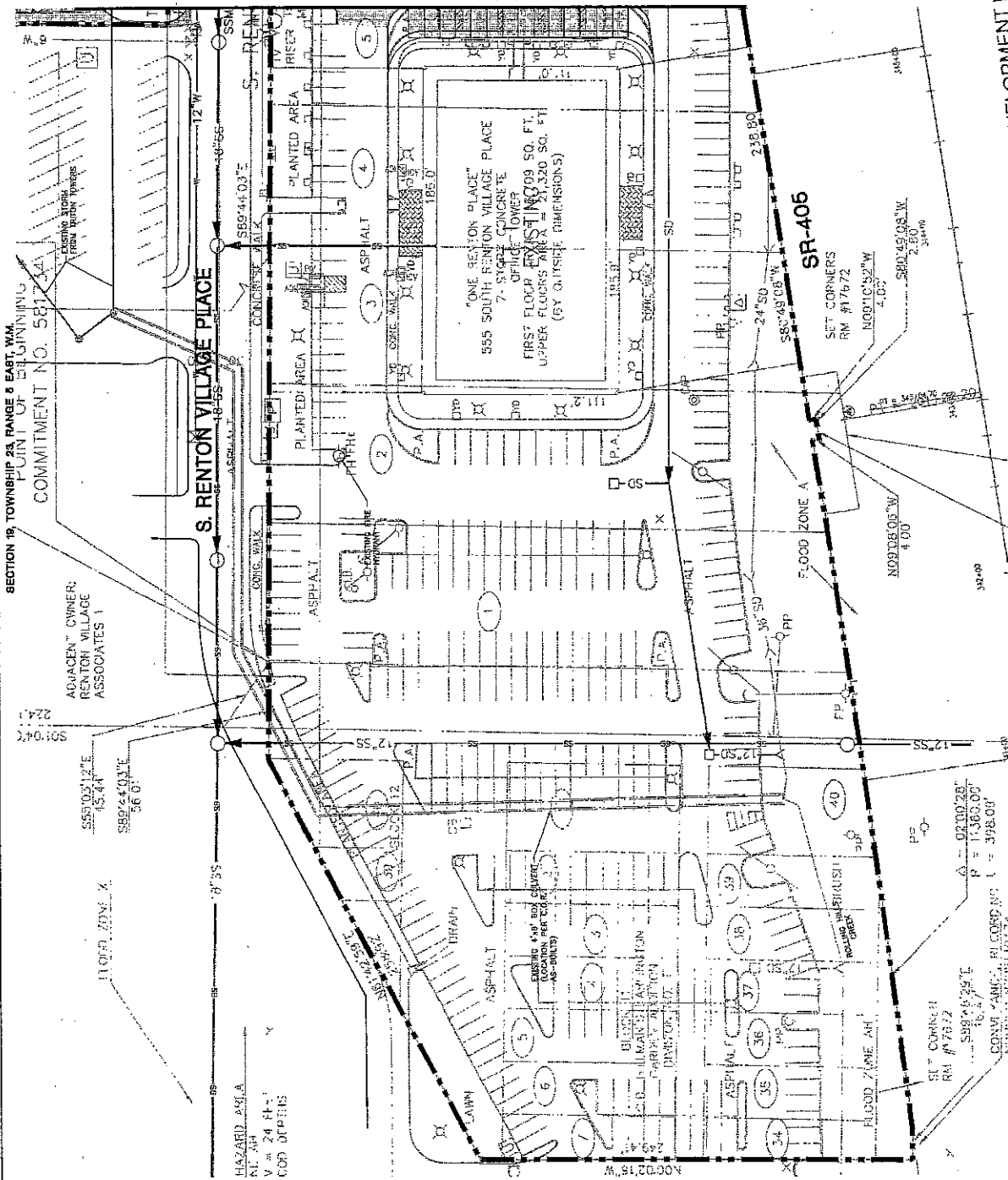
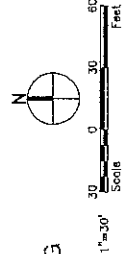
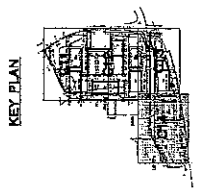
TRITON TOWERS  
EXPANSION  
RENTON, WA  
PROJECT 223-003-08

ISSUED / REVISED DATE  
MASTER SITE PLAN 10/9/08

CONFORME  
CIVIL PLAN  
C1.4

- NOTE:**  
THE SURVEY INFORMATION SHOWN IS A  
COMBINATION:  
1. ALTA SURVEY - BOCK AND CLARK,  
JULY 18, 2001  
2. CITY OF RENTON AS-BUILT RECORDS  
3. ADDITIONAL INFO BY PR STORM

- LEGEND**
- WATER LINE
  - FIRE HYDRANT
  - DOUBLE CHECK VALVE
  - POST INDICATOR VALVE
  - FIRE DEPT. CONNECTION
  - WATER METER
  - ORIENT VALVE
  - THURST BLOCK
  - STORM DRAIN
  - CATCH BASIN
  - STORM DRAIN
  - MANHOLE
  - SANITARY SEWER
  - SEWER MANHOLE
  - ARMOR/RESERVE
  - EX. UTILITY
  - EX. UTILITY TO REMAIN
  - ASPHALT REPLACEMENT



DEVELOPMENT PLANNING  
CITY OF RENTON

OCT - 9 2008

RECEIVED

EXHIBIT 33


SITE COVERAGE:	
TOTAL BUILDING FOOTPRINT AREA	• 283,614 SF
TOTAL SITE AREA	• 918,471 SF
PERCENT SITE COVERAGE	• 30.8%

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	80.00'	15°55'32"	22.24'
C2	60.00'	31°18'56"	32.79'

LINE TABLE		
LINE	BEARING	LENGTH
L1	N18°47'21"E	38.06'
L2	N37°30'39"E	48.17'
L3	N02°18'29"E	71.56'
L4	N01°04'49"E	40.24'
L5	N01°04'49"E	23.46'
L6	N00°27'44"E	84.18'
L7	N86°06'40"W	7.83'
L8	N00°19'15"E	77.88'
L9	N00°23'46"W	125.21'
L10(R)	S60°20'50"E	80.00'
L11(R)	N75°44'14"W	60.00'

NOTE:  
SEE A-003 FOR PHASING PLAN

LEGEND:

-----	EASEMENT
---	SET BACK
---	PROPERTY LINE
	PEDESTRIAN WALKWAY STRIPING

DEVELOPMENT PLANNING  
CITY OF RENTON  
OCT - 9 2008  
EXHIBIT 34

# SITE AND BUILDING INFORMATION

SITE AREA:		21.085 ACRES	(918,471 SF)
TOTAL FOOTPRINT OF NEW BUILDINGS:		219,654 SF	
TOTAL FOOTPRINT OF EXISTING BUILDINGS TO REMAIN		63,960 SF	
BUILDING TT-4	11 STORIES OFFICE	270,427 SF	NET: 225,487 SF
BUILDING TT-5	11 STORIES OFFICE	351,618 SF	NET: 264,720 SF
BUILDING TT-6	11 STORIES OFFICE	270,427 SF	NET: 225,487 SF
BUILDING TT-7	11 STORIES OFFICE	245,357 SF	NET: 145,327 SF
TOTAL SF NEW OFFICE		TOTAL GROSS: 1,137,129 SF	NET: 892,021 SF
GROSS SF EXISTING OFFICE		433,419 SF	NET: 351,500 SF
GARAGE A	5 STORIES		252,600 SF
GARAGE B	5 STORIES		162,600 SF
GARAGE C	5 STORIES		162,600 SF
GARAGE D	4 STORIES		80,589 SF
GROSS S.F. NEW PARKING GARAGE		658,389 SF	
TOTAL GARAGE PARKING STALLS		2145 STALLS	
EXISTING ON-GRADE PARKING TO REMAIN		661 STALLS	
PROPOSED ADDITIONAL ON-GRADE PARKING STALLS		408 STALLS	
TOTAL ON-GRADE PARKING STALLS		1067 STALLS	
TOTAL SITE PARKING STALLS		3212 STALLS	
PARKING RATIO REQUIRED:		3.0/1000	
PARKING RATIO PROVIDED:		2.58/1000	
EXISTING LANDSCAPE TO REMAIN:		111,413 SF	
PROPOSED ADDITIONAL LANDSCAPE:		39,900 SF	
TOTAL LANDSCAPE AREA:		151,313 SF	
15 SF LANDSCAPE / STALL (STALLS < 50 PER BUILDING SITE)		5,865 SF req'd	

REQUIRED BUILDING SETBACKS:				
BUILDING	FRONT YARD	REAR YARD	SIDE YARDS	
TT-4	30'-0"	N/A	N/A	N/A
TT-5	N/A	N/A	N/A	N/A
TT-6	30'-0"	N/A	N/A	N/A
TT-7	30'-0"	30'-0"	N/A	N/A
GARAGE A	20'-0"	N/A	N/A	N/A
GARAGE B/C	N/A	N/A	N/A	N/A
GARAGE D	30'-0"	N/A	N/A	N/A

NOTE:  
SPECIFIC STALL SIZES FOR REQUIRED STALL TYPES AND COUNTS WILL BE INCLUDED IN FUTURE SUBMITTALS

OWNER: Renton Properties, LLC  
2025 First Ave, Suite 700  
Seattle, WA 98121  
T 206 448 5080  
F 206 448 5075

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EXPANSION  
RENTON, WA  
PROJECT #207808.00

PARTIAL SITE PLAN INFORMATION  
REVISIONS  
DATE  
BY  
APP'D  
DATE  
BY

OWNER:  
Renton Properties,  
LLC  
2025 First Ave, Suite 700  
Seattle, WA 98121  
T 206 448 5080  
F 206 448 5075

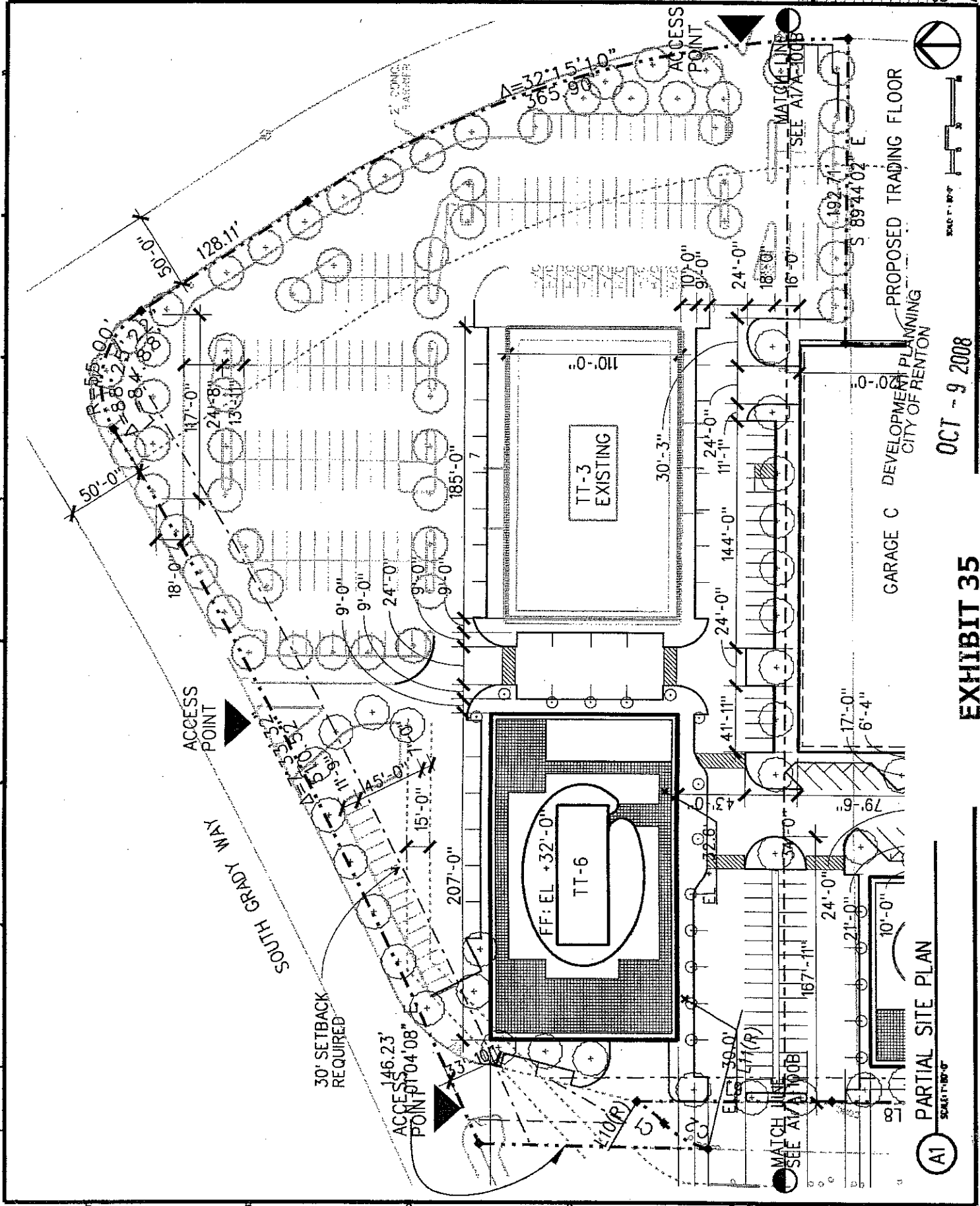
CALLISON  
WWW.CALLISON.COM

TRITON TOWERS  
EXPANSION  
RENTON, WA  
PROJECT #207808.06

REVISIONS  
DATE  
BY  
APP'D

OVERALL SITE PLAN  
(PARTIAL)

A-100a



A1 PARTIAL SITE PLAN  
SCALE: 1"=80'-0"

OCT - 9 2008

EXHIBIT 35

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GARAGE C DEVELOPMENT PLANNING  
CITY OF RENTON



OWNER: Renton Properties, LLC  
 2025 First Ave., Suite 700  
 Seattle, WA 98121  
 T 206 448 5080  
 F 206 448 5075

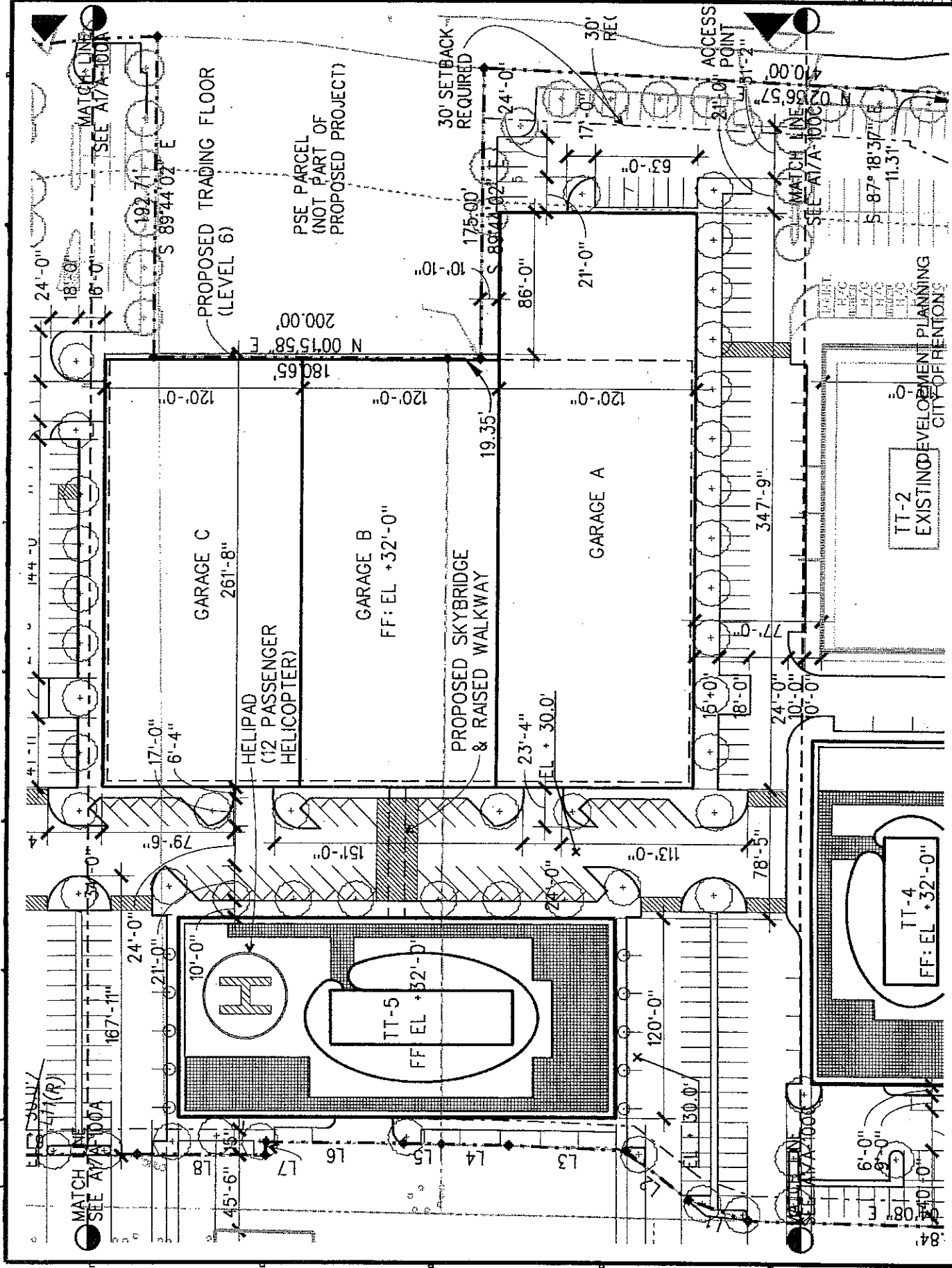
CALLISON  
 WWW.CALLISON.COM

TRITON TOWERS  
 EXPANSION  
 RENTON, WA  
 PROJECT #207805.00

DATE	BY	CHK	APP	REV
08/11/08	WJL	WJL	WJL	1

OVERALL SITE PLAN  
 (PARTIAL)

A-100b

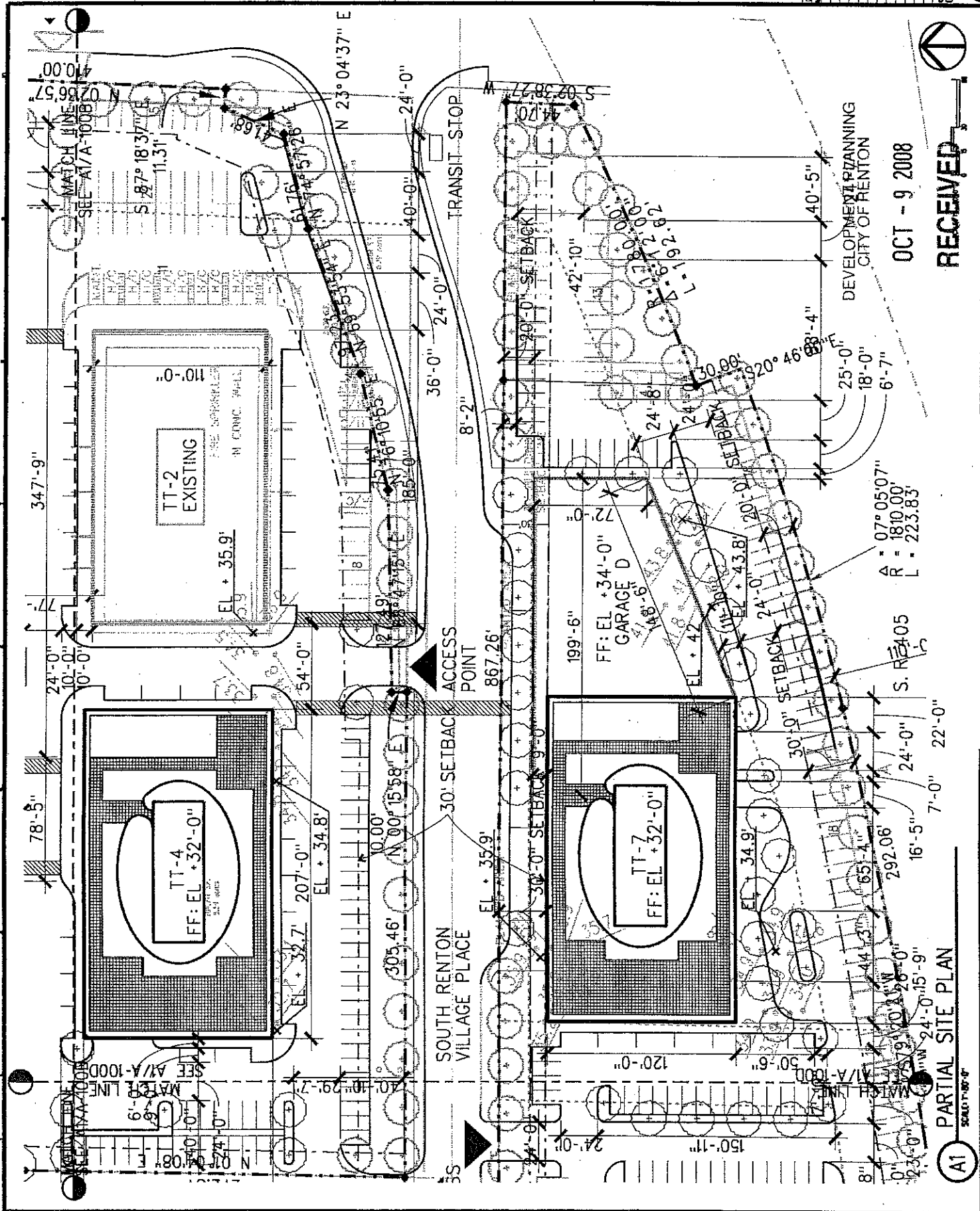


A1 PARTIAL SITE PLAN  
 SCALE: 1" = 40'-0"

EXHIBIT 36

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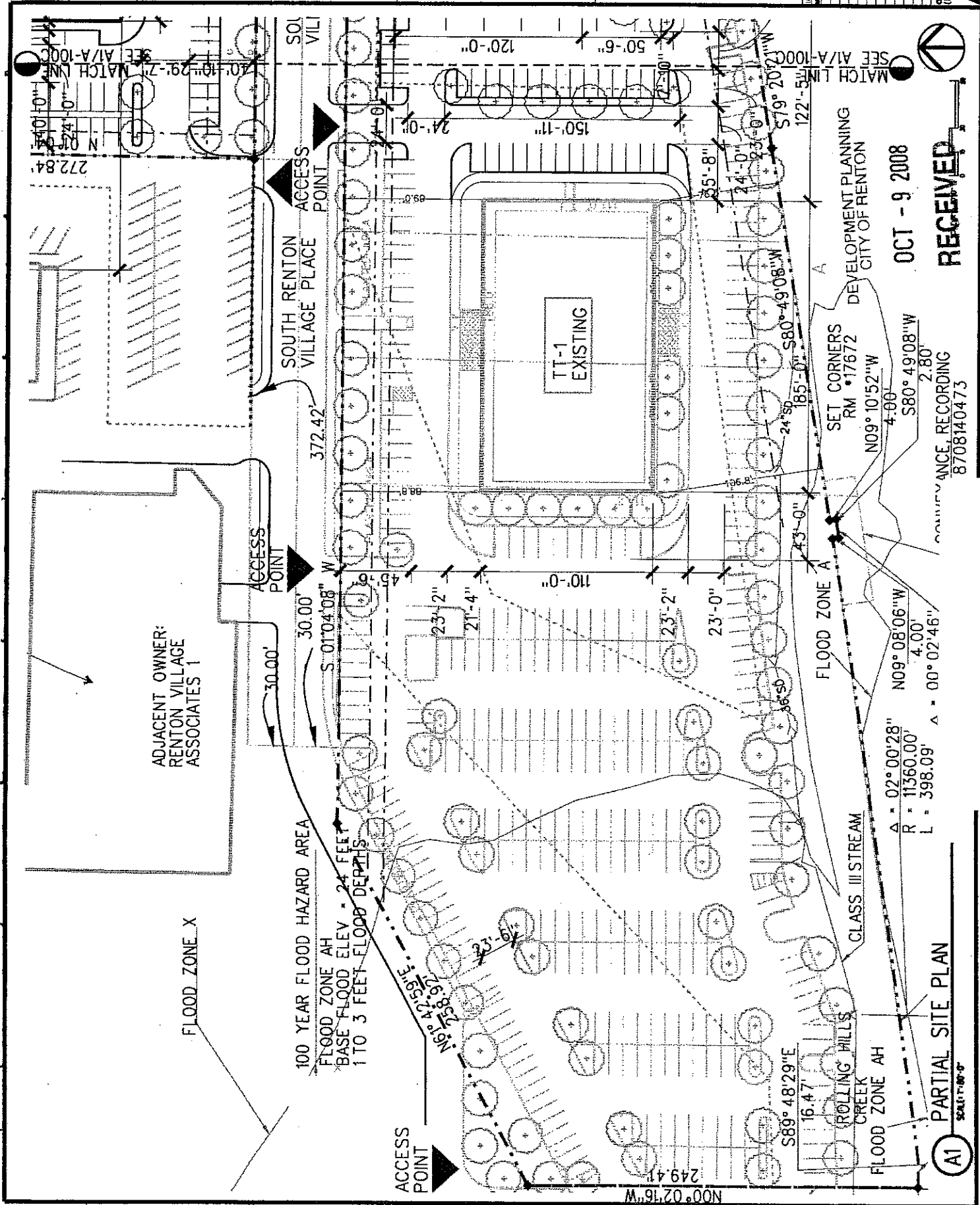
OWNER: Renton Properties, LLC  
 2025 First Ave., Suite 700  
 Seattle, WA 98121  
 T 206 448 5080  
 F 206 448 5075

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 www.callison.com

TRITON TOWERS  
 EXPANSION  
 RENTON, WA  
 PROJECT #207808.00

REVISION	DATE
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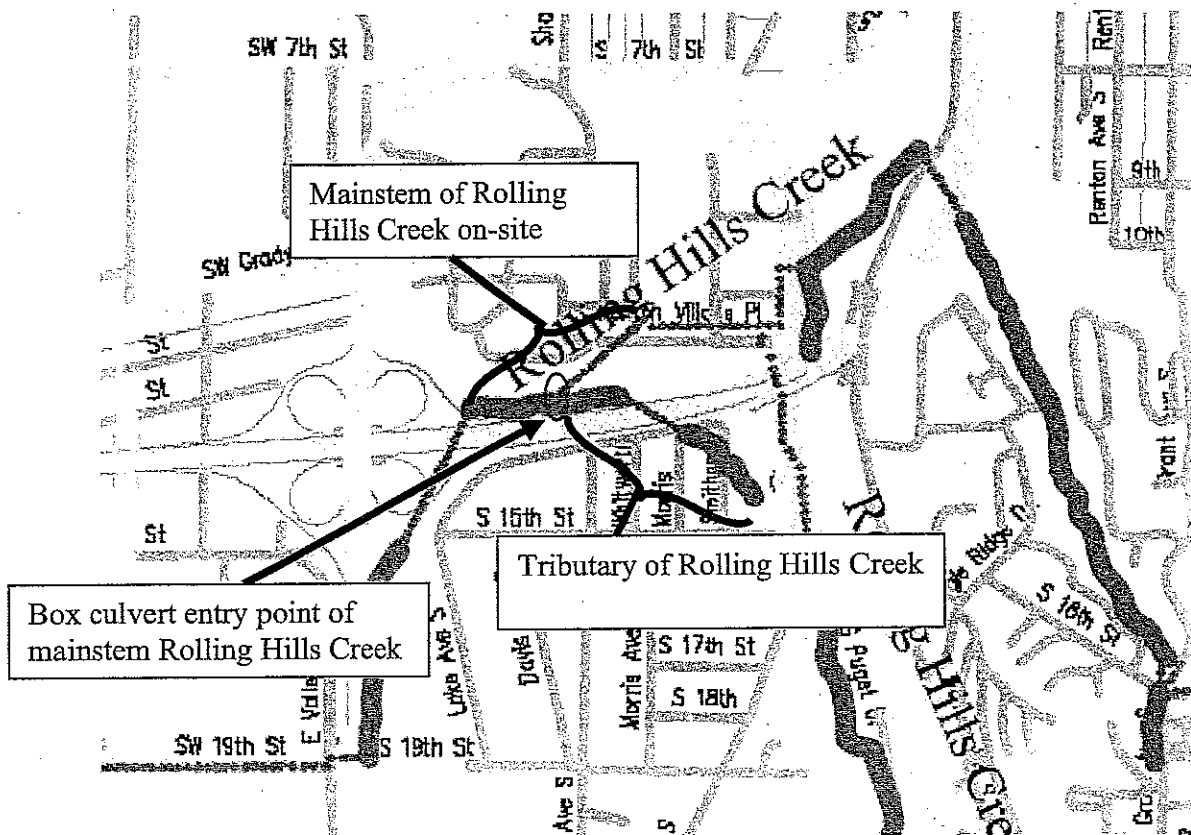
ANCE, RECORDING  
 8708140473

EXHIBIT 38

PARTIAL SITE PLAN

A1





Site map of Rolling Hills Creek and tributary stream located on-site. Green color denotes class 3 stream designation for the city of Renton (RMC 4-3-050Q4). Dotted sections refer to piped stream and solid lines refer to open channel stream sections. The red circle denotes the location of the box culvert containing the mainstem of Rolling Hills Creek and confluence with the tributary stream.



# LEGEND

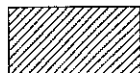
TOTAL SITE AREA = 923,576 SF



PROPOSED PERVIOUS



EXISTING PERVIOUS  
TO REMAIN



EXISTING PERVIOUS  
TO BE REMOVED

TOTAL EXISTING PERVIOUS



+ = 156,000 SF

TOTAL PROPOSED PERVIOUS



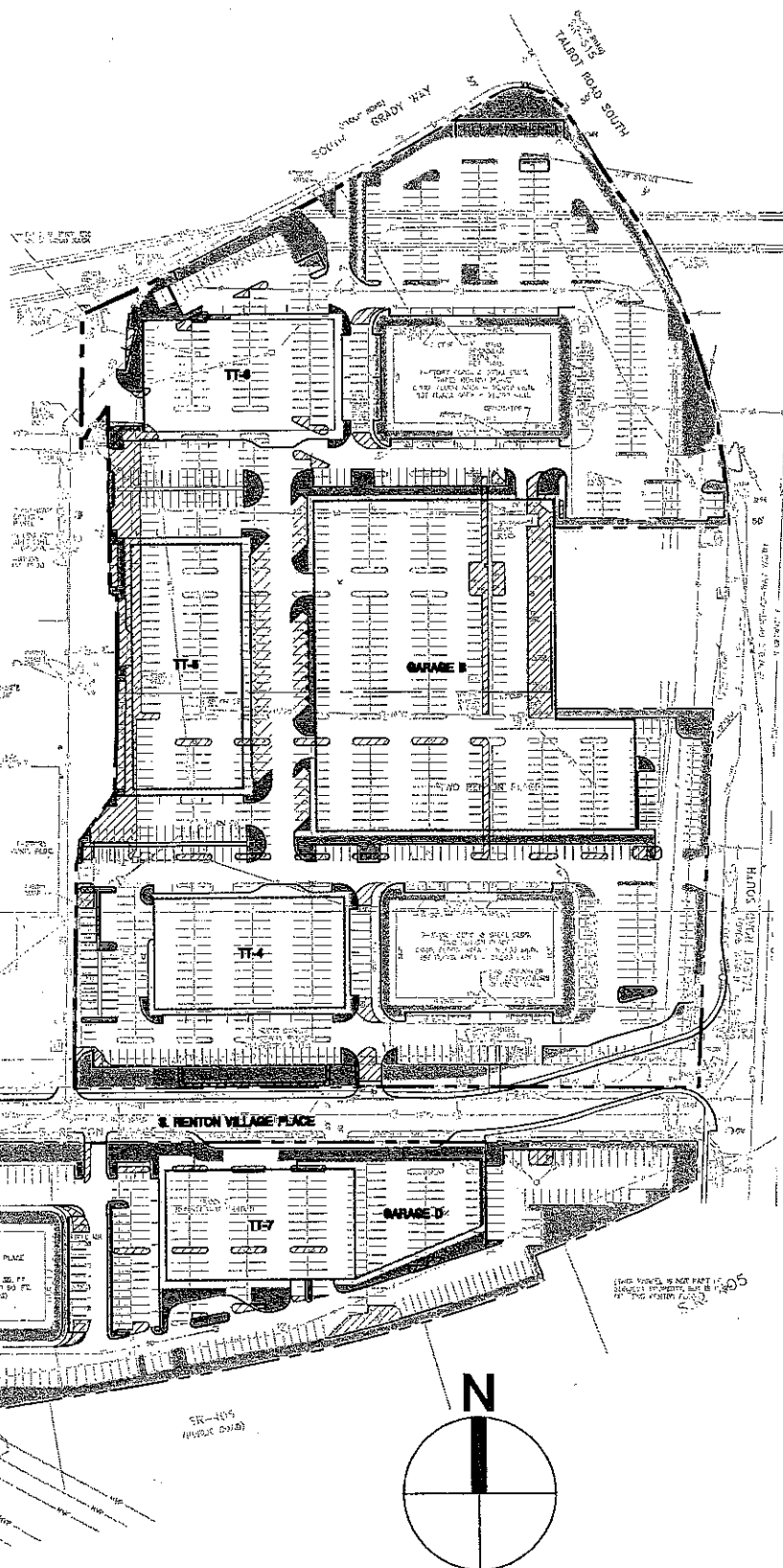
+ = 156,100 SF

TOTAL EXISTING IMPERVIOUS

$923,576 - 156,000 = 767,567$  SF

TOTAL PROPOSED IMPERVIOUS

$923,576 - 156,100 = 767,467$  SF



1" = 200' 200 0 200 400  
Scale Feet

NKJ  
Design  
NKJ  
Drawn  
09-23-08  
Date  
233-003-08  
Project No.



Site Development Associates, LLC  
16322 Bothell Way NE, Bothell, Washington 98011

Office: 425.486.6593 Fax: 425.486.6593 www.sdaengineers.com

TRITON TOWERS

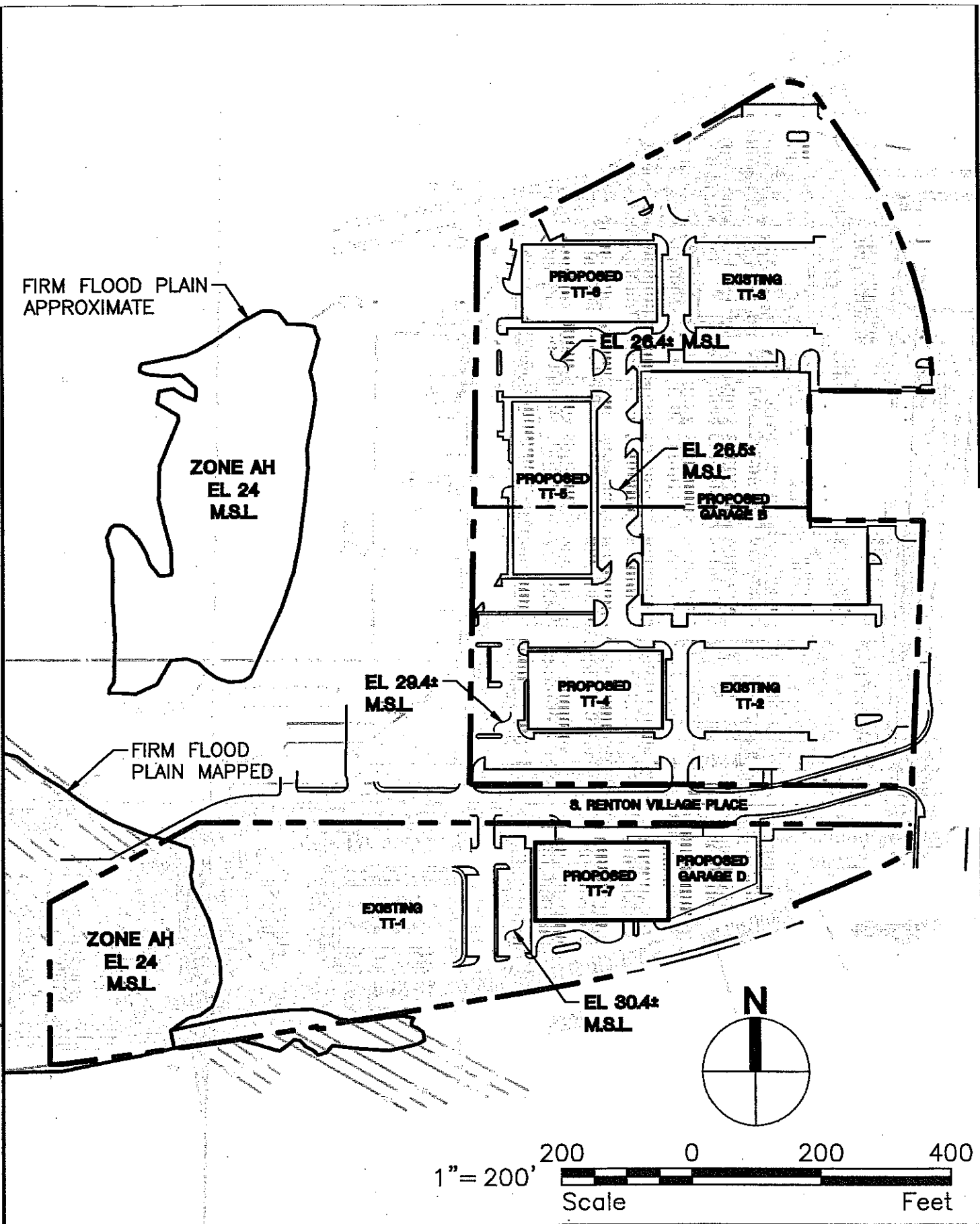
PERVIOUS  
AREAS

1"=200'  
Scale

4  
Figure No.

EXHIBIT 40

Sep 24, 2008 - 2:46PM Last Saved By: Nicholas James



Sep 24, 2008 - 10:33AM Last Saved By: Nicholas James

NKJ  
Design  
NKJ  
Drawn  
09-23-08  
Date  
233-003-08  
Project No.



**Site Development Associates, LLC**  
18322 Bothell Way NE, Bothell, Washington 98011  
Office: 425.486.4222 Fax: 425.486.4222 www.sdaengineers.com

## TRITON TOWERS

### FLOOD HAZARD MAP

1"=200'  
Scale

5  
Figure No.